

THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 8, 1961
ONE SHILLING

**ALUMINIUM
and PLASTICS
BODIES**



This is the cab that cuts driver fatigue by NEARLY TWO-THIRDS



ON THE NEW AUSTIN

30 cwt—4 TON RANGE

No-strain *walk-in* entry · Safer driving, parking · Easier reversing, quicker loading too



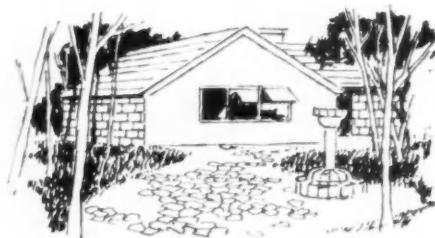
**THE AUSTIN MOTOR COMPANY LTD.,
LONGBRIDGE, BIRMINGHAM**

Overseas Business—Austin Motor Export Corporation Limited, Birmingham, England
London Showroom—41-46 Piccadilly, London, W.1

Stone is hard on transport

Foden can take it

Messrs. Marshall and Sons of Southowram, Halifax, suppliers of ornamental stone for gardens and buildings, rely on Foden dumpers and wagons for their transport. Foden gives you British engineering at its best.



Foden

FODENS LIMITED

Elworth Works Sandbach Cheshire

Telephone: Sandbach 644 (12 lines)

London Sales Office: 139 Park Lane W.1

Telephone: Grosvenor 5932

***Long run or short,
it will serve you well!***



KARRIER 'BANTAM'

2-3 TONNER Petrol or Diesel

THIS POPULAR, versatile and extremely manoeuvrable forward-control vehicle is adaptable either as a van, lorry or tipper. Light, strong and well proportioned, its wide-vision cab provides exceptional driving comfort, whilst at the same time its low-cost running and maintenance make it a most practical and profitable investment.

Alternative wheelbase models are available, tyred for either long distance runs or shorter localised journeys.

Full details from your local Karrier dealer.

* * *

**BACKED BY ROOTES COUNTRY-WIDE PARTS
AND SERVICE ORGANISATION**

SALIENT FEATURES

Fully-proved light diesel engine developing 56 b.h.p; or 4 cyl. o.h.v. petrol engine, with long life chrome bores, developing 53.5 b.h.p.

Full-forward control with over 11' bodyspace on 8'2" w.b. chassis or over 14' bodyspace on 10'2" w.b. chassis.

Exceptional manoeuvrability. Supreme driver comfort in all-steel cab with panoramic windscreen. Powerful hydraulic brakes.

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!



NORTH CENTRAL

at your service for a
CENTURY
and ready to help you
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NORTH CENTRAL FINANCE GROUP

subsidiaries of the National Provincial Bank

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ROTHERHAM

153, PRESTON ROAD,
BRIGHTON, 6.

21, NEW DOVER ROAD,
CANTERBURY

REGENTS PARK ROAD,
LONDON, N.3.

a member of the Finance Houses Association

4.5 ton CLAYMORE

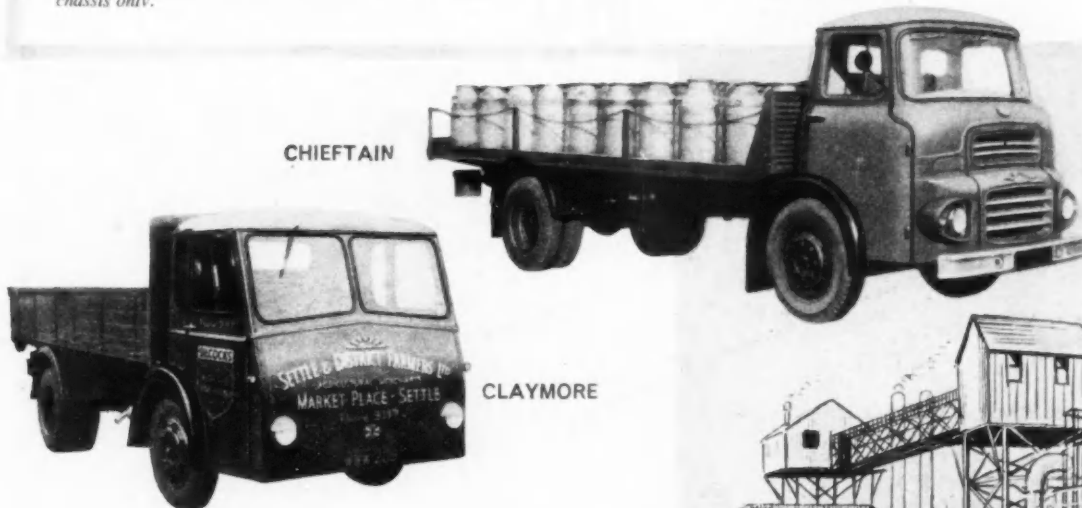
With 4-cylinder, horizontal engine, heavy duty Albion 5 or 6-speed gearbox, hydraulically-operated clutch, cam-and-double-roller steering, hydro-vac assisted brakes, spiral bevel rear axle. *£1415 chassis and cab; £1200 chassis only.*

7 ton CHIEFTAIN

With 94 h.p. Albion diesel, 5 or 6-speed constant-mesh gearbox, hydraulically-operated clutch, hub reduction rear axle, easy-access, all-steel cab with panoramic vision. *£1646 chassis and cab.*

10 ton REIVER

Designed and engineered throughout as a 6-wheeler, with 125 h.p. Leyland 'Power-Plus' diesel, 5 or 6-speed gearbox, non-reactive bogie suspension. *With twin drive rear axles £2677. With trailing axle £2457*



CLAYMORE

what price quality?



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Albion
MOTORS LIMITED

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Sales Division: Hanover House, Hanover Square, London, W.1.
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Aluminium TANKS

by

YEWCO

4,000 GALLON 2-COMPARTMENT OIL TANKER CONSTRUCTED THROUGHOUT FROM ALUMINIUM ALLOY, COMPLETE WITH PUMP-ING EQUIPMENT.



7 TONS CAPACITY PNEUMATIC DISCHARGE SALT UNIT CON-STRUCTED FROM ALUMINIUM, MOUNTED ON BEDFORD CHASSIS.



**DESIGNED AND
MANUFACTURED IN**

MILD STEEL, STAINLESS STEEL,
ALUMINIUM
Also ALL TYPES OF LINED TANKS

YORKSHIRE ENGINEERING & WELDING CO. (Bradford) LTD.

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Tel.: IDLE 470

Grams.: YEWCO, BRADFORD



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BULK
TRANSPORT
that
saves
TIME
and
MONEY

a few examples of ERF Vehicles
 for Bulk Transport recently sup-
 plied to well known Companies
 are shown here. Whatever your
 business ERF transport can save
 YOU Time and Money.

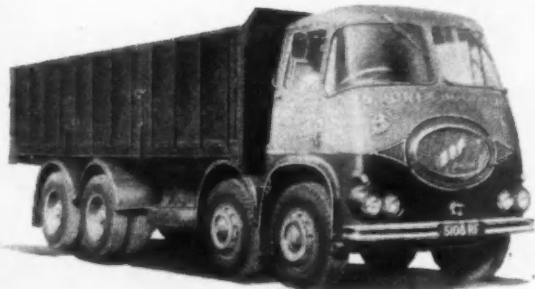
•
ERF LIMITED
SUN WORKS
SANDBACH
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DIRECTORS:

E. P. Foden, E. Sherratt

Telephone: Sandbach 223 (5 lines)

Telegrams: E R F Sandbach

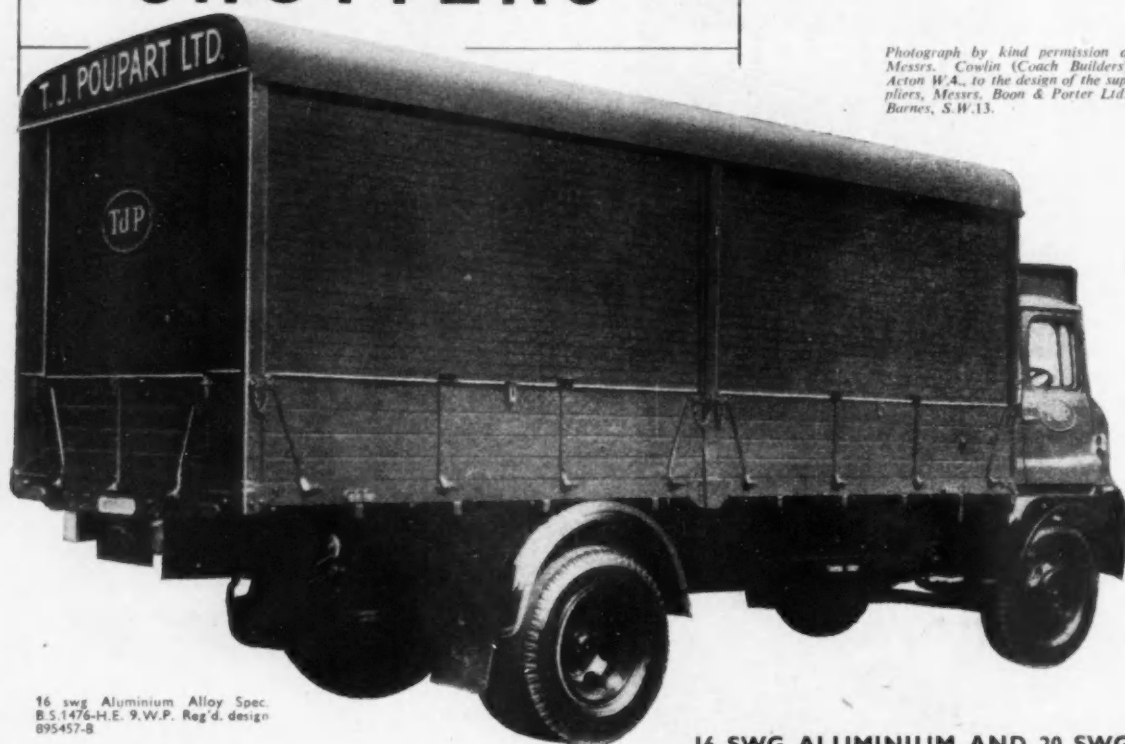


EZILIFT

**NEW TYPE
ROLLING**

SHUTTERS

**ALUMINIUM
STEEL
WOOD**



Photograph by kind permission of Messrs. Cowlin (Coach Builders), Acton W.A., to the design of the suppliers, Messrs. Boon & Porter Ltd., Burnes, S.W.13.

16 swg Aluminium Alloy Spec.
B.S.1476-H.E. 9.W.P. Reg'd. design
895457-8

HOWARD

BROS. LTD.

**ABBAY MANUFACTURING ESTATE
MOUNT PLEASANT · WEMBLEY · MIDDX.**

Telephone: WEMbley 5015/6878

16 SWG ALUMINIUM AND 20 SWG GALVANISED STEEL ROLLING SHUTTERS

2" flat or curved section, scientifically designed for silent and easy operation. For roof action with 6" radius channels or up and down action on 3½" dia. spiral spring rollers. Complete ready for fixing.

WOOD ROLLING SHUTTERS

Improved shutter in selected knotless British Columbia Pine incorporating as a standard fitting 2" x ½" x 16 SWG steel weather drip angle on bottom lath. Supplied loose as an alternative to ordinary steel strip. Complete ready for fixing.

Homalloy are Specialists in SPECIALS

Box van body
constructed in Homalloy
Light Alloy with
cant rail roof and
plastic inserts.



Homalloy-
designed cab,
constructed
throughout
in plastic.

A new van built by
Homalloy for the Ministry
of Works.

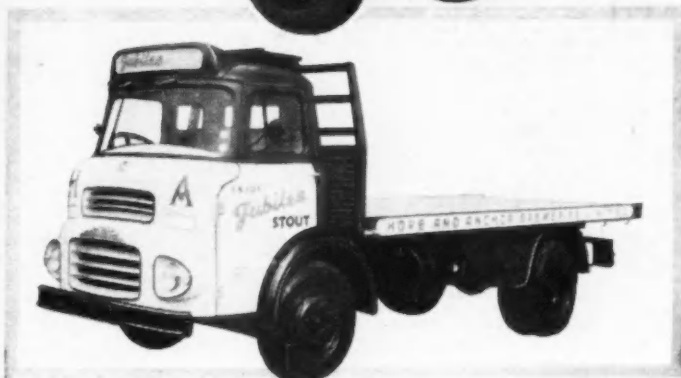
**BRITAIN'S
LARGEST
BODY
BUILDERS
IN
PLASTIC
AND**

LIGHT ALLOY

Homalloy

LIGHT ALLOY

REGD



Designed for the Albion "Chieftain" Chassis, this platform body is constructed throughout in Homalloy Light Alloy. It is fitted with a special 19' x 7' corrugated floor with tread plate on top.

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Homalloy Works, Blackpool Road,
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Phone: Preston 89233 (8 lines)
Grams: Homalloy Preston

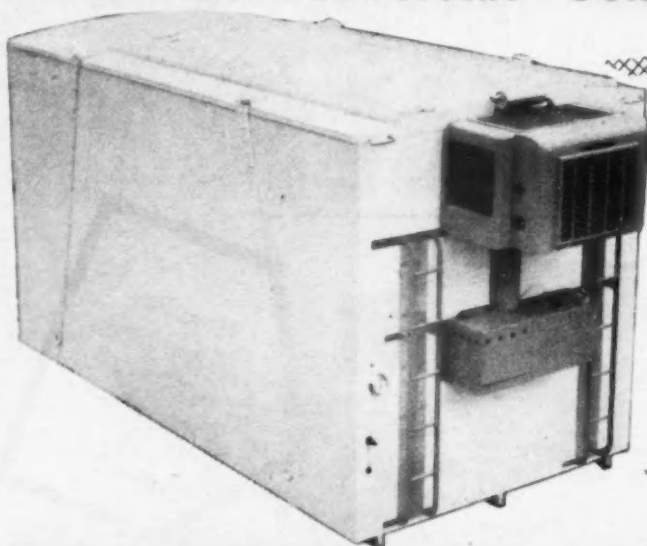
London Office and Works:
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Phone: Rochford 54991 (5 lines)

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HOLMES ALEXANDER LTD.,
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TAKE PERFECT BODYWORK • BUILT BY MANN EGERTON ...



There is a Mann Egerton 'standard' container ranging from 8 feet to 25 feet, 200 cu. feet capacity to 1100 cu. feet and all of them are so designed to enable a Thermo King unit to be fitted, either when new or at a later date.



Built by a firm with over 40 years experience in refrigeration technology and many more in coachbuilding, ensuring a commanding experience in the field of low temperature transport.



A guarantee of thermal efficiency is issued with every container supplied—convincing proof of the unsurpassed quality and craftsmanship which is to be found in every undertaking.

AND ADD THE PERFECT UNIT • BY THERMO KING



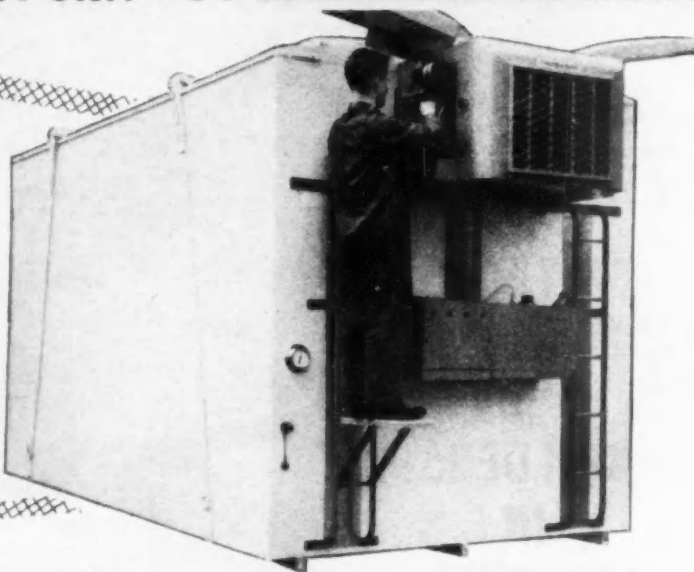
This is NEW! There's a FREE SERVICE VOUCHER SCHEME in operation. This means you can claim a free check up and service on every single unit after 90 days (or 250 operational hours)



This is NEW! Made by the world's most experienced manufacturer of refrigerated transport units, all Thermo King equipment carries a 12 month warranty.



Thanks to automatic defrosting, maintenance is virtually nil, and uninterrupted use of the vehicle is ensured as the unit can be removed and replaced in a few moments.



THE RESULT ? UNSURPASSED REFRIGERATED TRANSPORT !

LOW TEMPERATURE BODYWORK
by

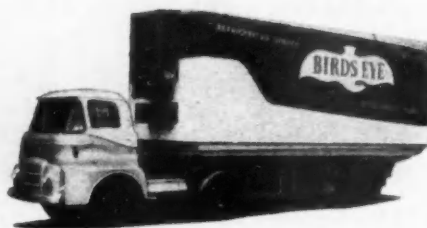
Mann Egerton

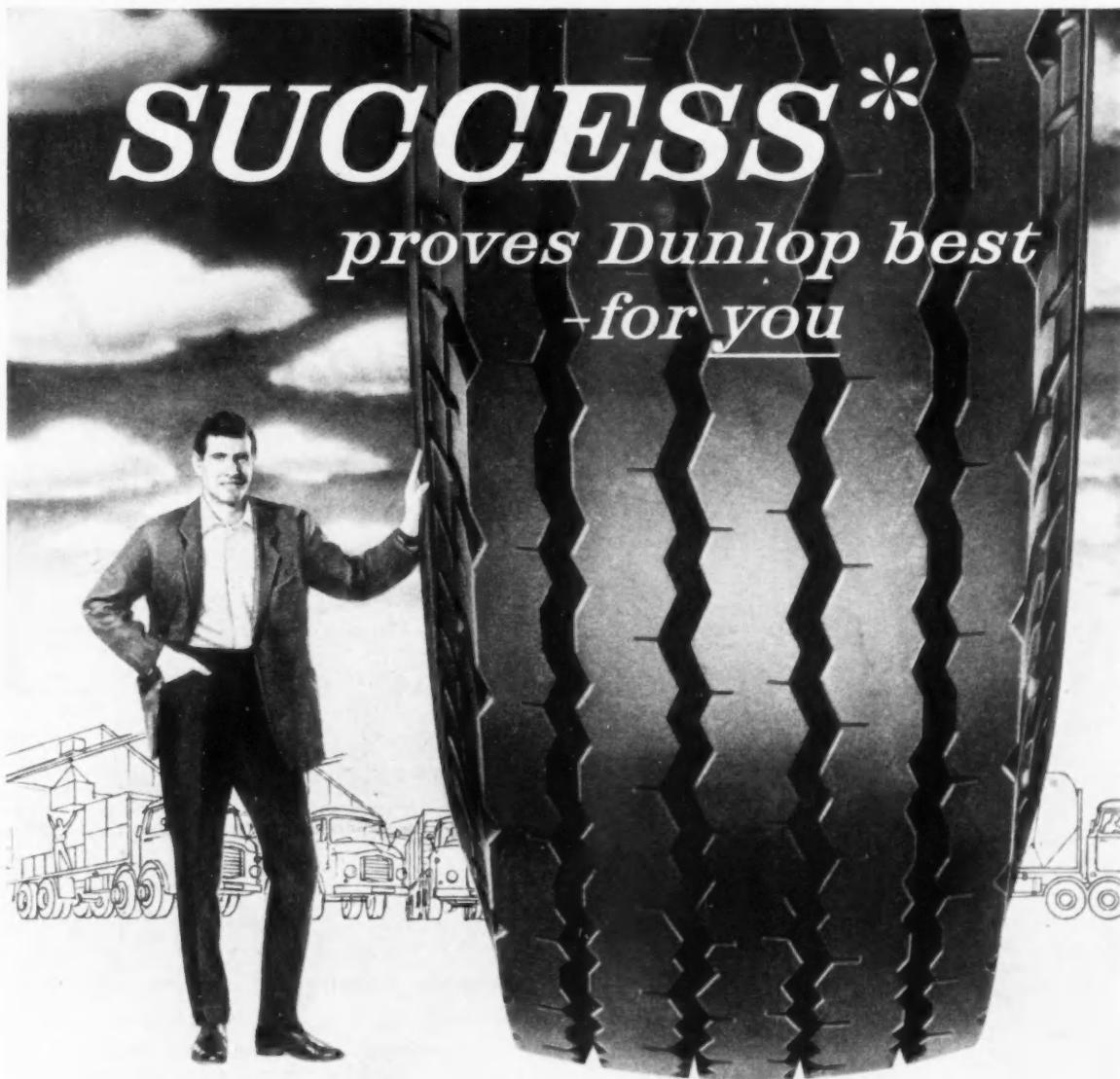
CRUMER ROAD WORKS • NORWICH • ENGLAND • TELEPHONE 47272



If you expect only the highest standards in your transport, then together we have a basis for business. Why not drop us a line asking for our Low Temperature Transport catalogue.

Thermo King manufactured by
Petterson Ltd., Hamble, Hampshire





- * **SUCCESS:** More new British commercial vehicles are built with Dunlop tyres than any other make.
- * **SUCCESS** with world manufacturers: 65 of the world's leading commercial vehicle manufacturers fit Dunlop tyres as standard.
- * **SUCCESS** in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.
- * **SUCCESS** in Test Fleet operation: in 1960 the Dunlop fleet covered nearly 2 million miles over all kinds of roads at home and abroad.

DUNLOP 'HIGHWAY MAJOR'

This premium 'Giant', with its wider, deeper tread and massive shoulder buttresses gives you a bonus in tyre miles which more than compensates for its slight extra cost. It is a cool-running tyre with higher resistance to cutting and stone-trapping. Ideal for all types of heavy goods and passenger vehicles operating over hard-surfaced arterial and trunk roads, the 'Highway Major' makes a *real* contribution towards higher payload, lower running costs.



DUNLOP

FOR TOP MILEAGE—TOP ECONOMY!

"Cromard" has **KILLED** Cylinder wear_!



YORKSHIRE Road Sweeper Collector fitted with
"CROMARD" liners.



Frequent stopping and starting and running at low speeds and low temperatures are the convicted criminals who shorten cylinder bore life in diesel engines, causing premature overhauls. Fleet operators and Municipal engineers who are becoming aware of the fact are insisting on "Cromard" chromed cylinder liners as initial fitment. "CROMARD" LINERS AND CYLINDER WEAR CANNOT LIVE TOGETHER.

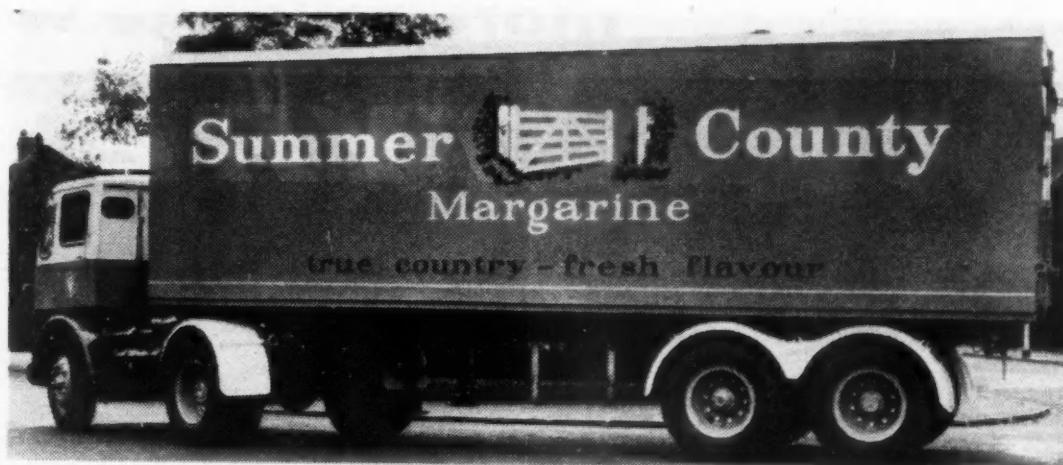
LAYSTALL CROMARD LIMITED

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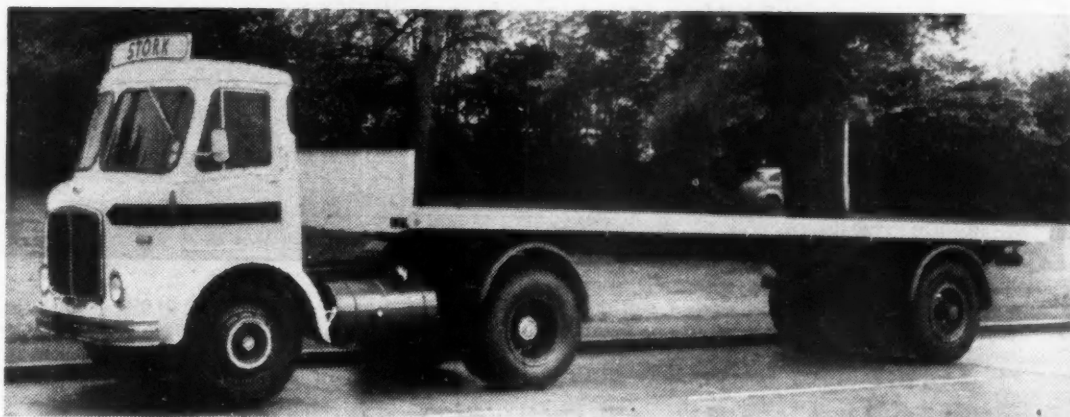
Telephone : Wolverhampton 26941

Laystall Laystall Laystall Laystall Laysta

Carrimore



TANDEM AXLE ASSEMBLY OR TWIN AXLES IN LINE



**THERE IS NO SUBSTITUTE FOR A
GENUINE CARRIMORE**

Carrimore

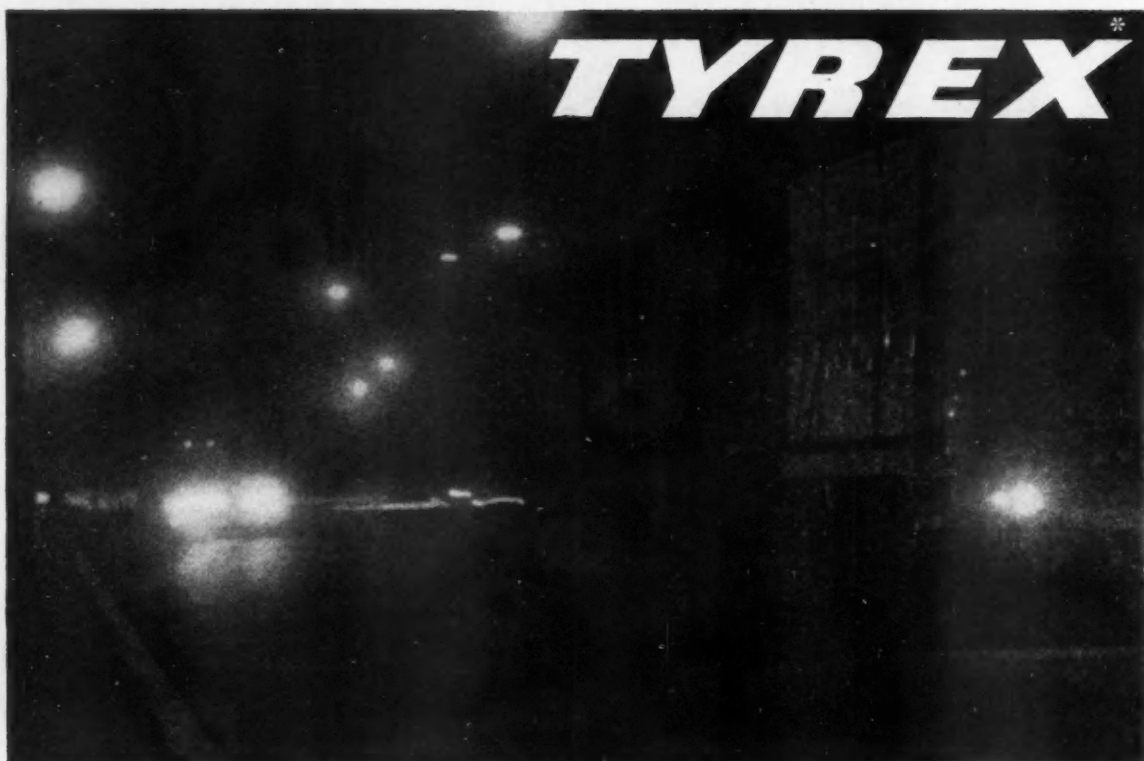
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LONDON, N.12**

TELEGRAMS:
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TELEPHONES:
HILLSIDE 3631-2-3-4

Carrimore

Ross Group Transport gets more mileage with



ROSS GROUP LIMITED is one of many transport operators whose tyre costs per mile have shown substantial reductions with tyres of Tyrex cord construction. Tyres with Tyrex cord give longer original tread life—up to 26% longer in some cases—and take more remoulds because they are not liable to undue growth in service. Over smooth highways or rough terrain, tyres with Tyrex cord have been proved best by test. Ask your supplier for tyres with Tyrex cord.

NOTE: If you would like advice on how to set up a similar test in your own organization, simply write to I.Y.S. Department, Courtaulds Limited, Foleshill Road, Coventry.

**Certification mark*

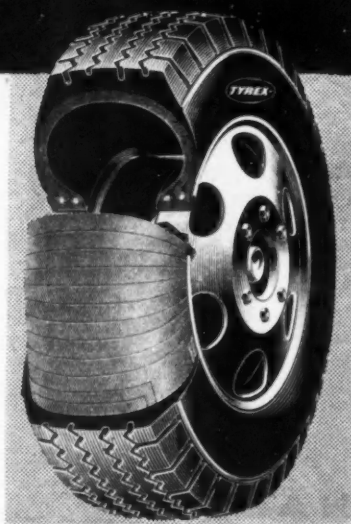


For some months we have conducted experiments on two 4-wheeled Leyland Comets to compare the performance of tyres made with nylon cord and tyres of otherwise identical construction and tread design made with *Tyrex* cord. Three 9.00 20 nylon cord tyres were run with three *Tyrex* cord tyres on the front and rear axles of each vehicle. Positional changes were carried out at approximately every 5000 miles. At the eleventh change, the mileometer reading on one Comet was 56,400, and on the other 54,282 miles.

Tyre wear was measured regularly in the presence of our own engineer and the sectional growth of the tyres was checked at each change.

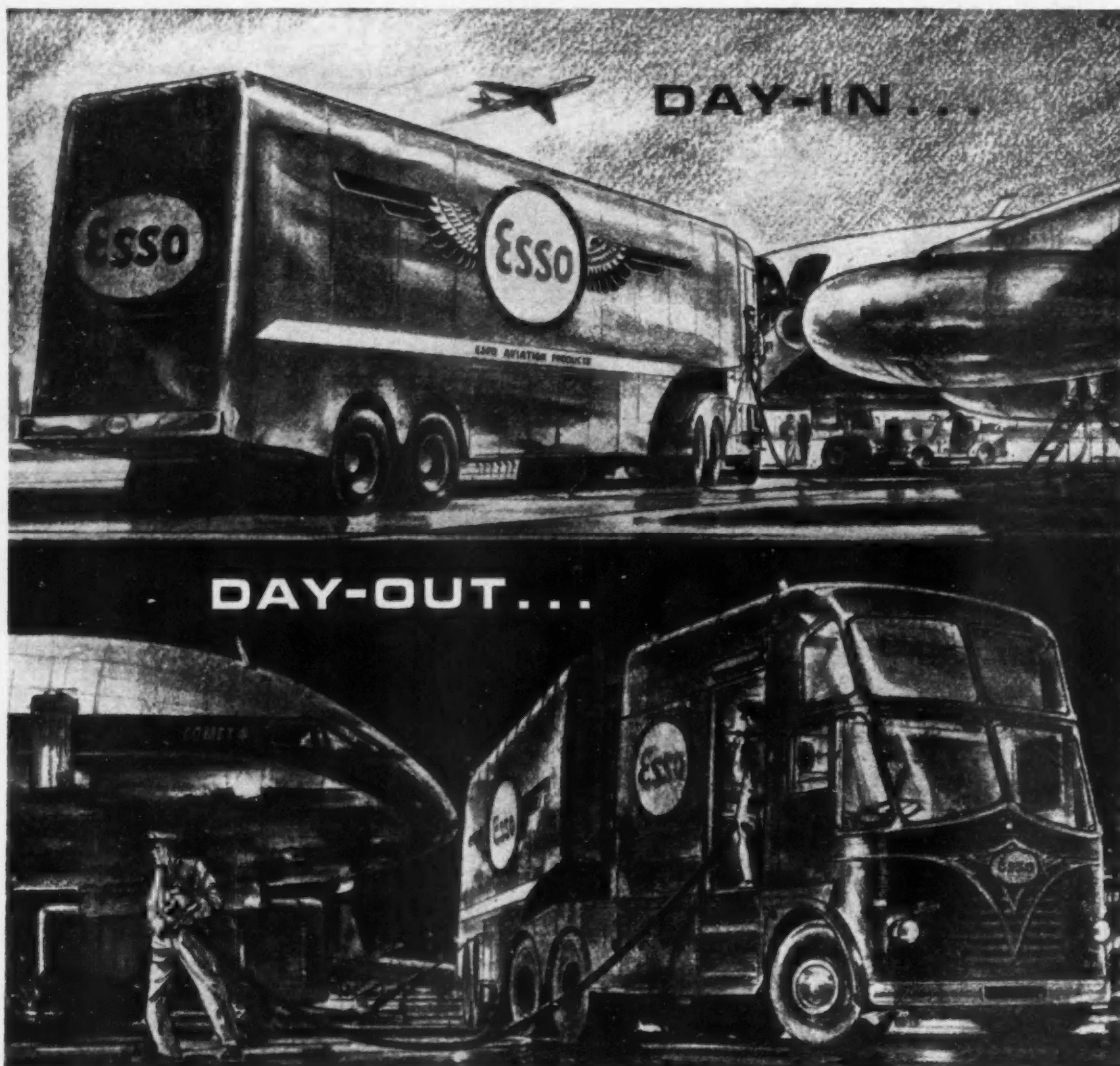
The mileage provided by the *Tyrex* cord tyres showed a surprising superiority over the nylon cord tyres—equivalent to an average of 10%. There was also considerably less sectional growth in the tyres with *TYREX* cord.

Signed: D. H. McVeigh,
Transport Director,
Ross Group, Grimsby



Ross Group Ltd. is one of Britain's leading transport operators. Its fleet of heavy lorries covers well over 8 million miles per year.

TYREX Backbone of the Safest Tyres



DEPENDABILITY

The annual mileage run by Hardy Spicer propeller shafts in Esso Petroleum Company Limited's vehicles alone runs into astronomical figures.

No matter how long the journey or how heavy the load, fleet operators know they can rely on Hardy Spicer propeller shafts and universal joints not to let them down.

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HARDY SPICER

PROPELLER SHAFTS

HARDY SPICER LIMITED

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Automotive Division of BIRFIELD LIMITED

Product of the



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DENNIS SPECIALISED VEHICLES



Meat Purveyors

choose Dennis because they have proved by continuous usage the long life of Dennis' machines.

They know that a wealth of experience is incorporated in the design to ensure that the vehicle is just right for the job and of course every machine is hand built by craftsmen.

For the smooth running of their business they must have the best, a vehicle which gives trouble free service, low running costs, minimum maintenance, and complete dependability. A Dennis offers all these economies—it is an investment which pays good dividends. The Dennis range is wide and varied, offering a vehicle to suit your particular requirement. Why not write today for further details?

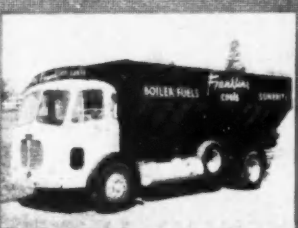


Engineers & Surveyors

know that Dennis Designers are continually experimenting with new and modern techniques to improve the present day municipal services.

They endorse the effectiveness of the latest automatic continuous loading hydraulic PAXIT III machine—its cleanliness and high efficiency reduce the risks of the spread of infection. It helps to safeguard the health of their areas. Its duties are performed with the minimum of inconvenience and the simplicity of layout helps regular maintenance, keeping costs down.

The Dennis range of Municipal vehicles includes almost every possible need—that is why over 1,000 Councils use Dennis. They know that a Dennis will give years of service and satisfaction—they choose Dennis with safety.



The national choice is

DENNIS

The vehicle you can trust

DENNIS BROS LTD

GUILDFORD

A15

WESTON TWIN-POWER SLANT HOIST

**TAKES A
LOAD OF
PUNISHMENT !**



PLUS POINTS BEHIND THE THRUST INCLUDE

- **NO GROUND CLEARANCE PROBLEMS**

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

- **MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT**

Design gives maximum efficiency with body floor heights within the minimum set by the Chassis Manufacturers'.

- **STABILITY**

Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

- **SIMPLE INSTALLATION AND CONTROL**

The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

- **AMPLE POWER FOR THE HEAVIEST LOADS**

All Weston hoists are equipped with a 4-cylinder piston-type pump, precision-built, capable of operating at high pressures.

**WOOD, STEEL OR LIGHT
ALLOY BODIES BUILT
TO CUSTOMER'S OWN
SPECIFICATION.**

Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



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Telephone : ACOcks Green 3936 (P.B.X.) Telegrams : "Sunsabod, Birmingham".

HOME AGENTS:

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The Monarch Engineering Company, King Street, Salford 3, Lancashire. Telephone : DEAnsgate 5327/8

LONDON:

Southern Hydraulics Ltd., 11 Victoria Crescent, Wimbledon, London, S.W.19. Telephone : Liberty 2498

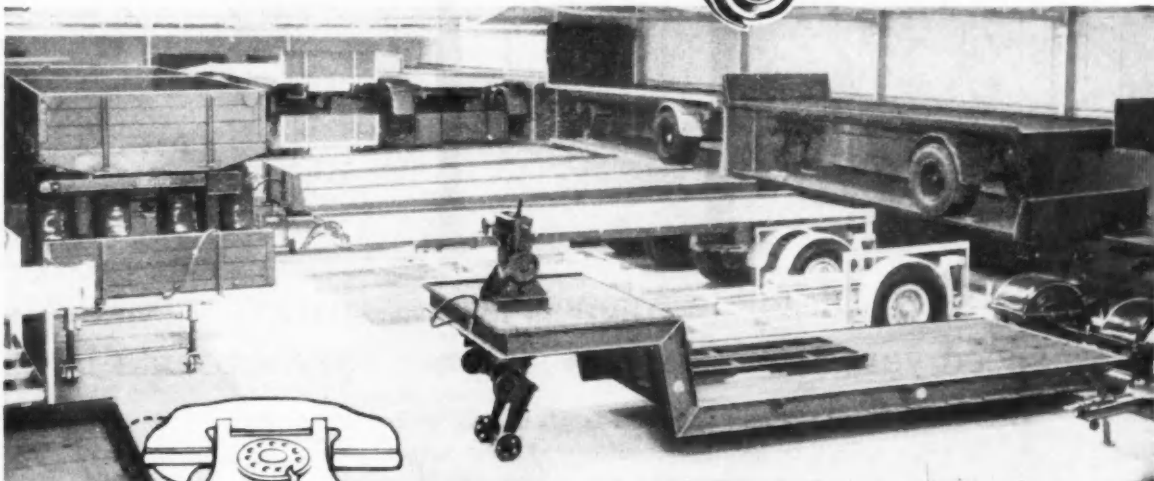
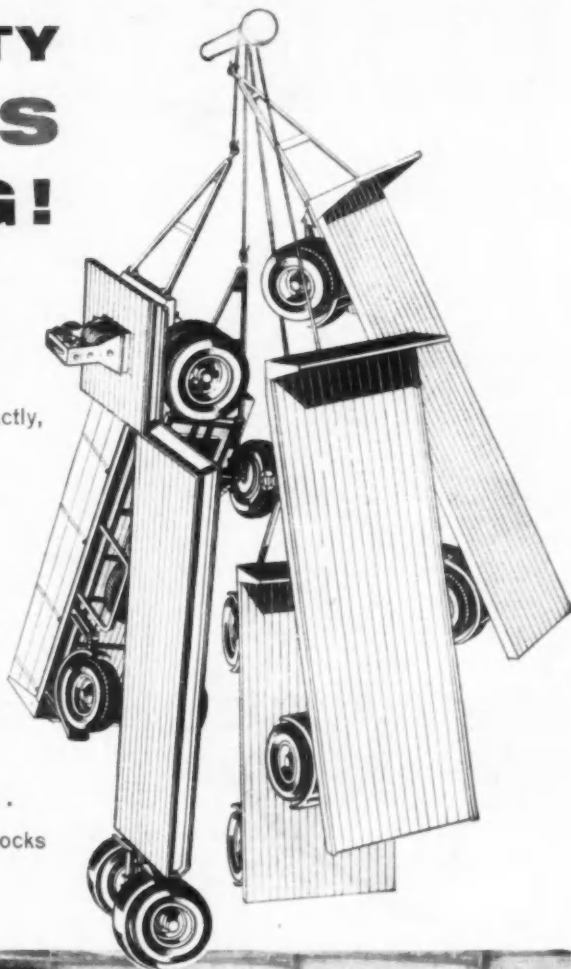
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Shell Diesoline Agencies cover Britain to speed your transport and simplify your accounts

From Cornwall to Caithness, your diesel drivers can get Shell Diesoline—as pure in the pump as when it left the refinery. The man with a Shell card has the greatest number of refuelling points in Britain.

He can always be sure of getting Shell—and that means simpler book-keeping for you. Cash or credit. Ask your local Shell-Mex and B.P. Ltd office—they can give you all the details.

YOU CAN BE SURE OF



QUALITY MATTERS TO THESE PEOPLE ...



This all-plastic insulated delivery van was built by Mann Egerton using Bakelite polyester resins.

Over forty years as refrigeration engineers and many more as coachbuilders have ensured for us a commanding experience in the field of low temperature transport.

The knowledge and skill that has guided us in these two spheres are combined to give you unsurpassed quality and craftsmanship. If, like the famous firms mentioned below, you expect only the highest standards in your transport, then together we have a basis for business.

... which is precisely why they chose our vehicles



Of double-framed, all-alloy construction this refrigerated body was designed specifically for the bulk transport of canned ice-cream.
All vehicles available on Hire Purchase or Contract Hire.

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POST THIS COUPON NOW!

Please send me a fully illustrated catalogue dealing with your low temperature transport.

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C.M.

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by

Mann Egerton

CROMER ROAD WORKS • NORWICH • ENGLAND • TELEPHONE 47272

A NEW NAME IN TRAILERS

THE 'HACKNEY'

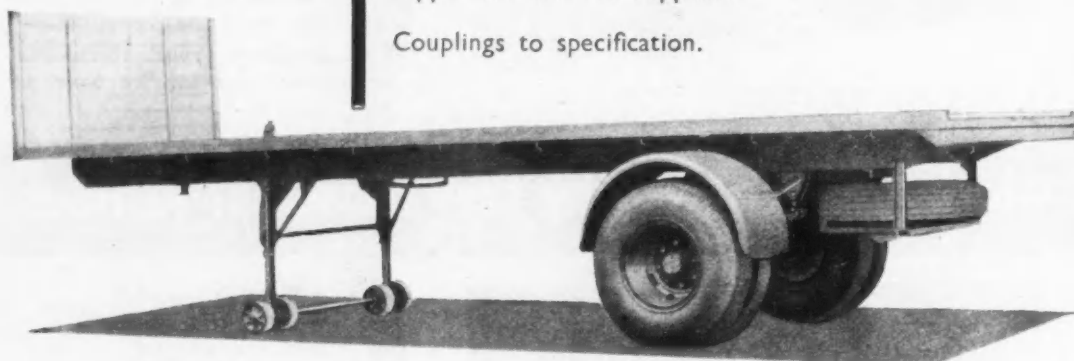
Standard trailer fourteen days delivery.

10-12 tons—25' \times 7' 6".

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Tipper trailers also supplied.

Couplings to specification.



Tyres, 14-ply Goodyear 900 \times 20 as standard. Spare wheel and spare wheel carrier. Davis wind down or Adrolic gear legs. Vacuum or air brakes. Lighting system fitted. 3' 6" headboard.

10-30 ton low loaders and drop frame trailers built to specification.

KEEN PRICES—QUICK DELIVERY.

HACKNEY TRAILER & ENGINEERING CO. LTD.

32-32a LAURISTON ROAD · HACKNEY · E.9
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With acknowledgments to—
THE EXPRESS DAIRY CO., LTD.,
THE REDHILL BODYBUILDING INDUSTRIES LTD.

'NYLOY'

Regd. Trade Mark

(Patent No. 18667/59)

the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before being made of 18g extruded age hardened material have a 2" flat face lath mounted on nylon end locks, thus eliminating "noise," "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

free brochure

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

DOVER ROLLER SHUTTERS LTD

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18 PARK STREET, ARDWICK, MANCHESTER, 12
Telephone: ARDWICK 2338.

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GROUP VEHICLES DEPOTS**

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LEYLAND • ALBION • SCAMMELL Vehicles

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*4,000 gallon Semi-Trailer Tank
Carrimore Running-Gear
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ROAD TANKERS FOR PETROL, DIESEL FUEL, PARAFFIN, FUEL OIL, LUBRICATING OIL,
ALCOHOL, ACID, WATER, ETC.

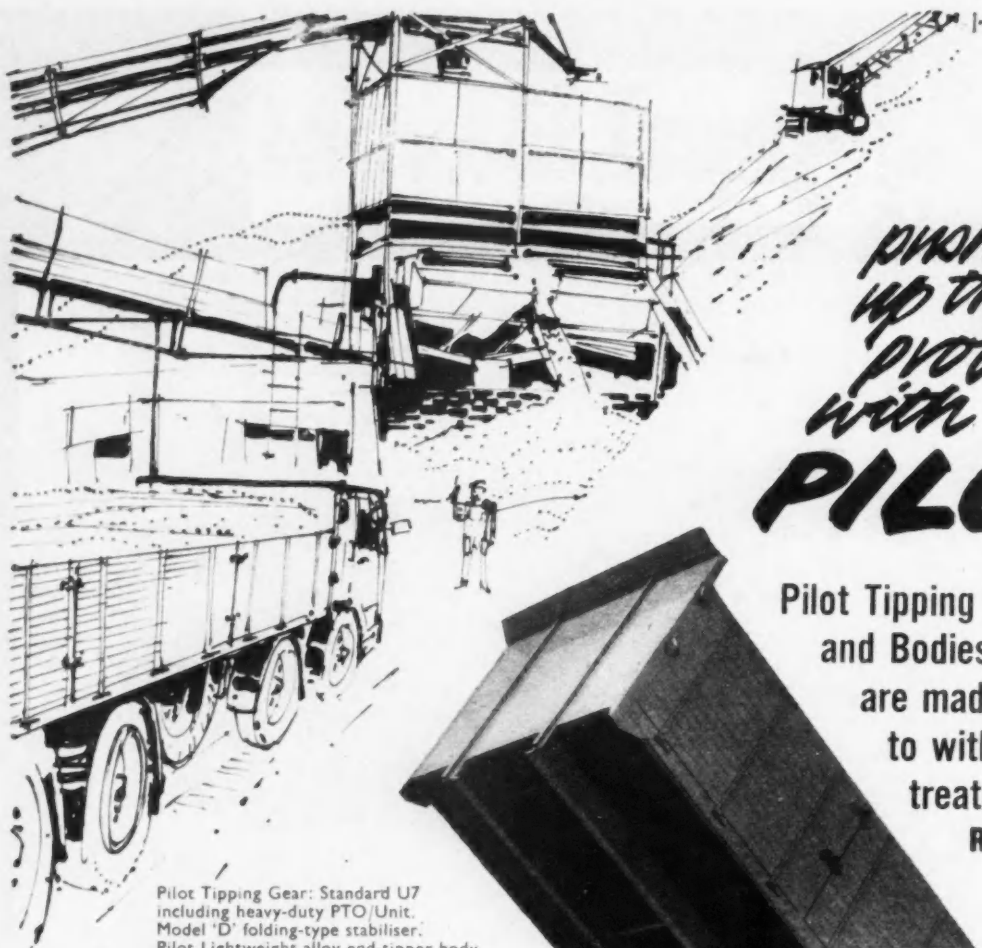
**40 YEARS LEADERSHIP IN TANK CONSTRUCTION.
BENEFIT FROM OUR EXPERIENCE.**



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profits
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PILOT

Pilot Tipping Gear
and Bodies
are made **TOUGH**
to withstand
treatment that's
ROUGH

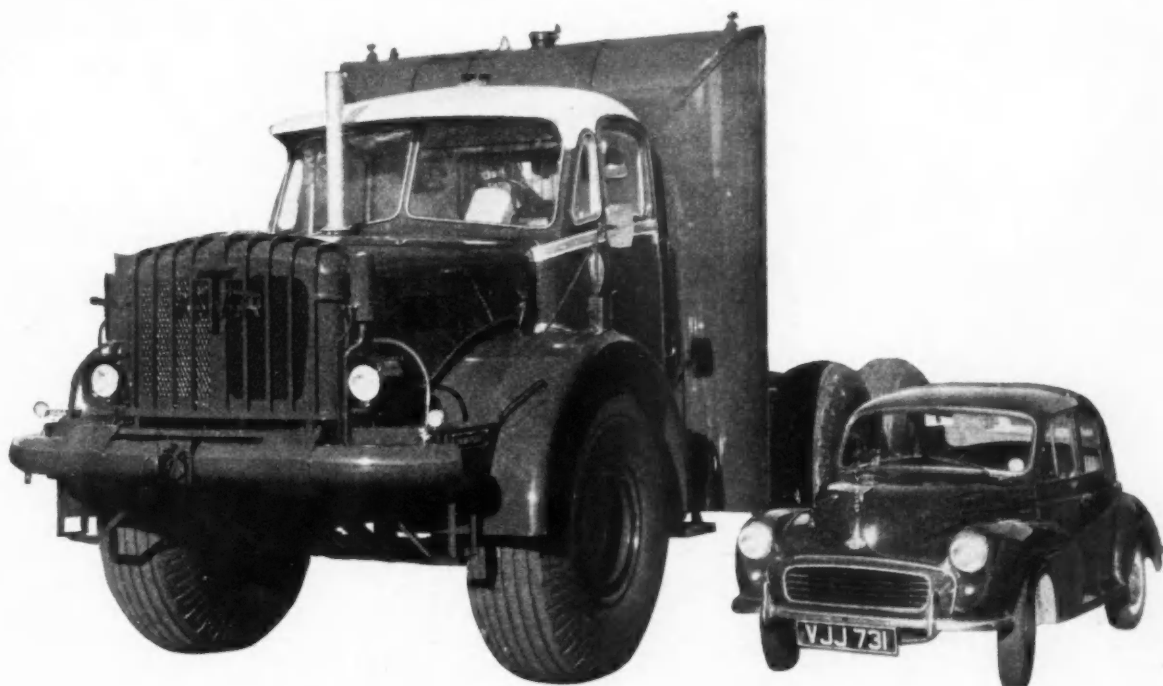
Pilot Tipping Gear: Standard U7
including heavy-duty PTO/Unit.
Model 'D' folding-type stabiliser.
Pilot Lightweight alloy end-tipper body
of approximately 18 cu. yds. capacity.
20' 0½" long by 7' 8" wide, outside
measurements, with 43" sides



Bodywork to standard or individual requirements
can be supplied in Alloy, Steel or Wood.

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Tipping Gear

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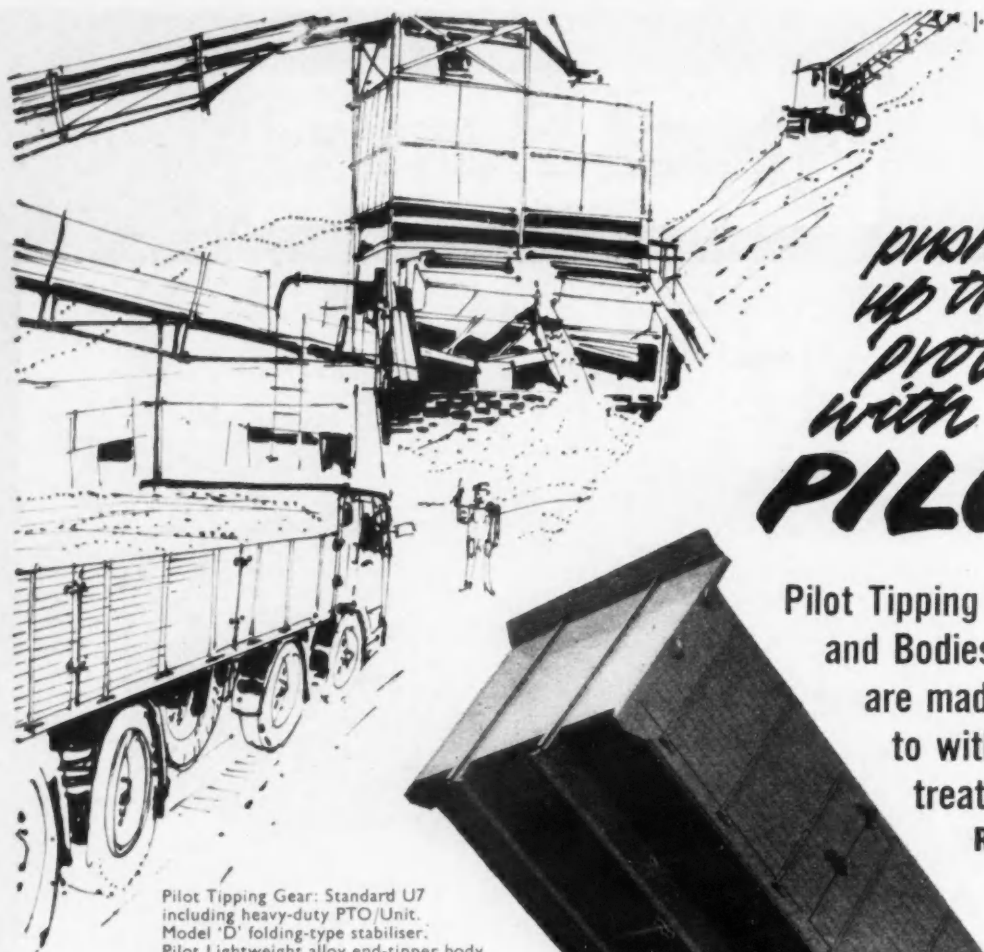
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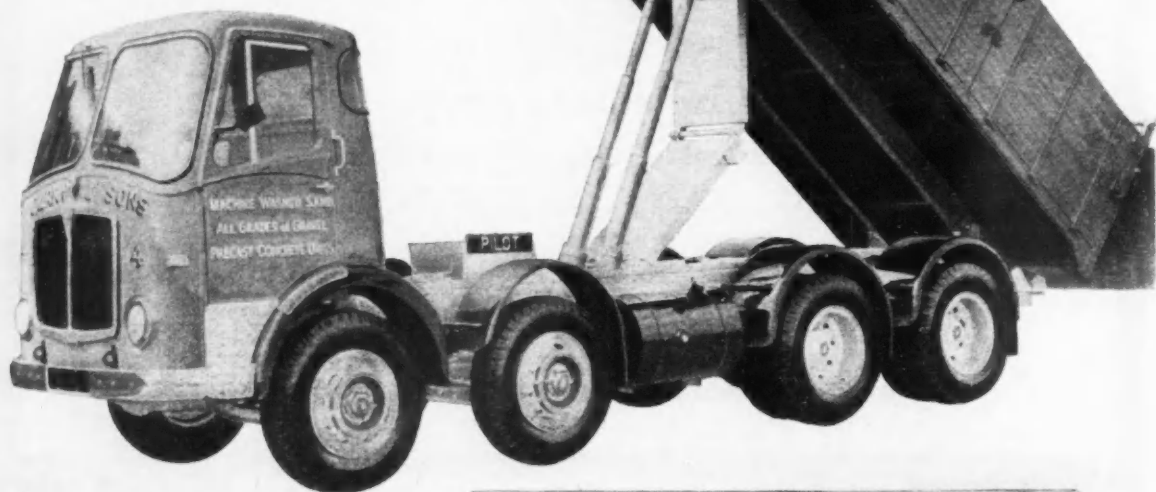
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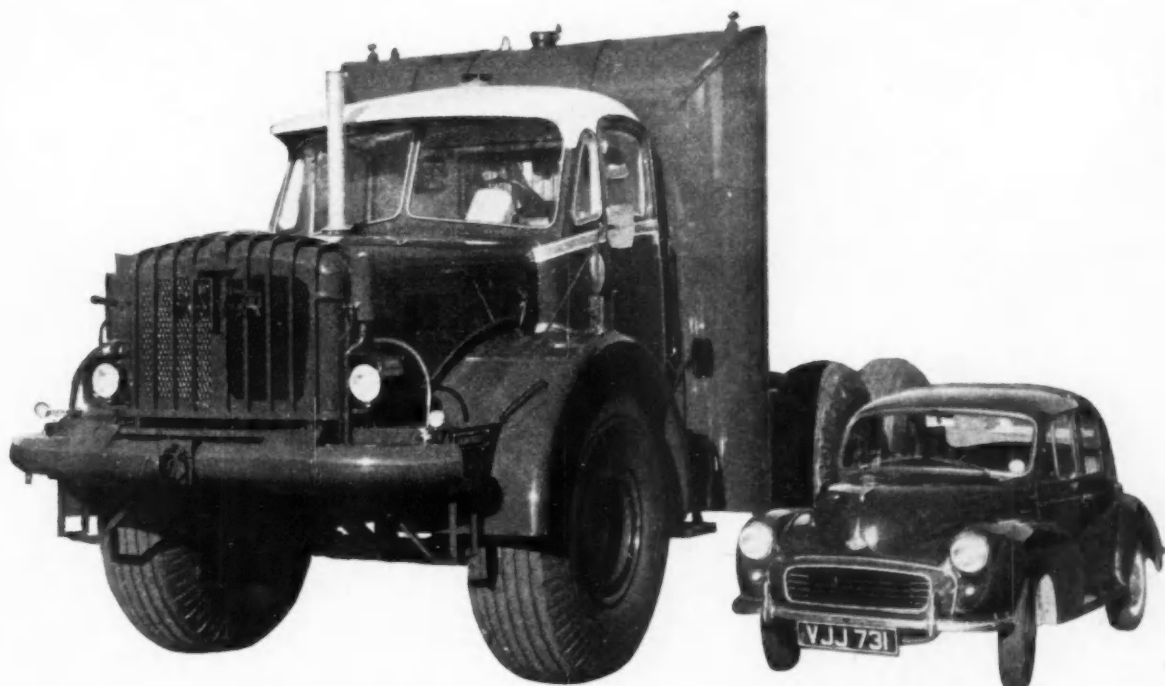
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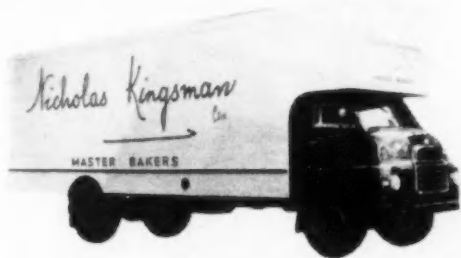
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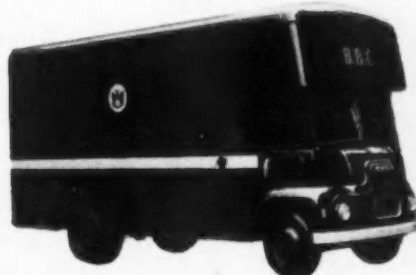
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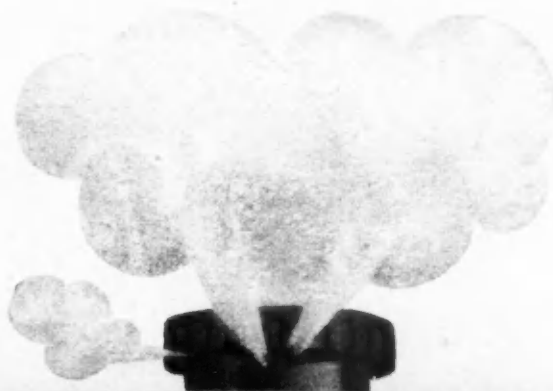
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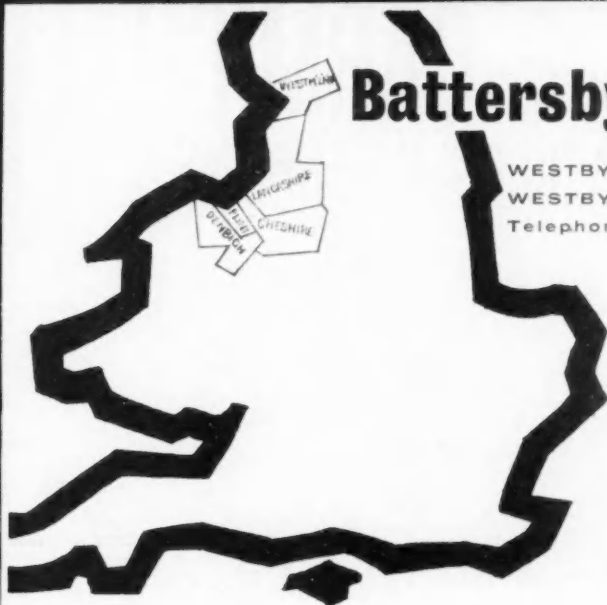
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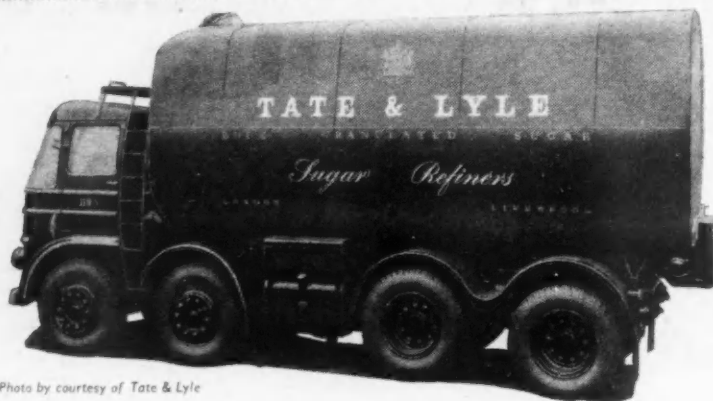


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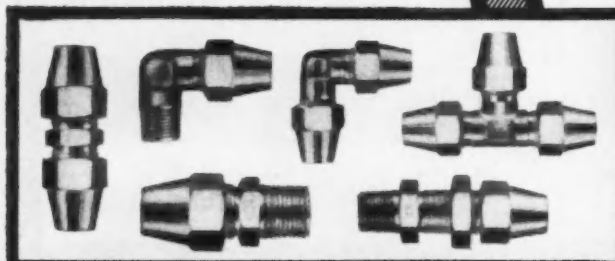
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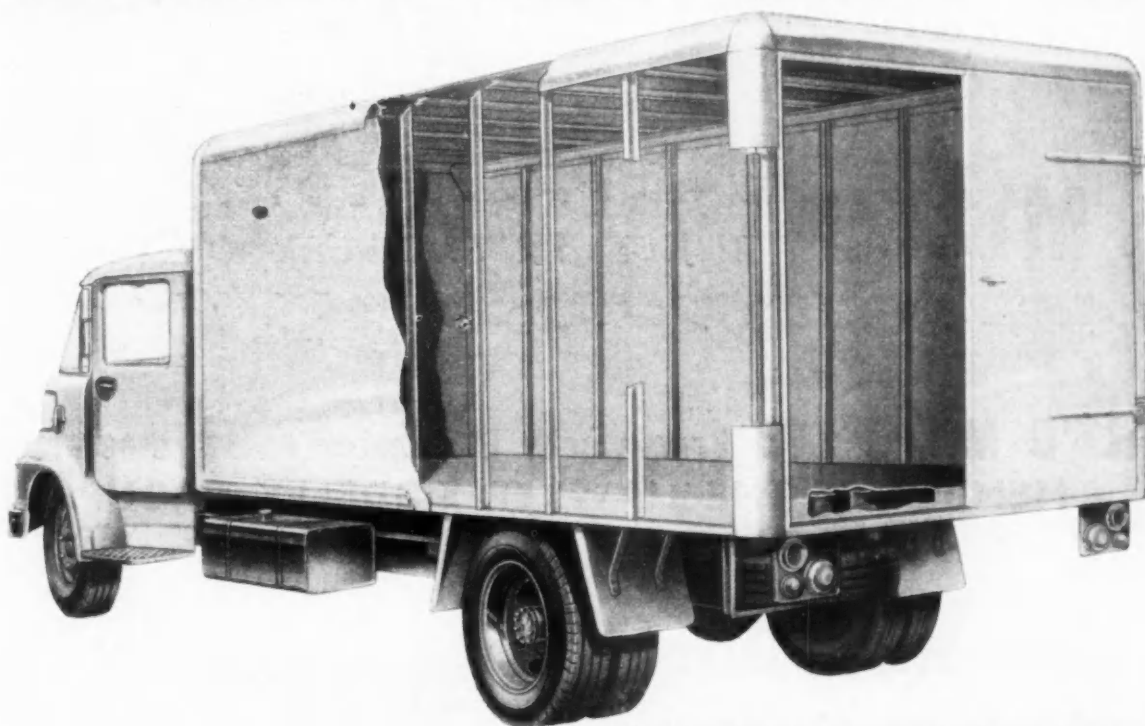
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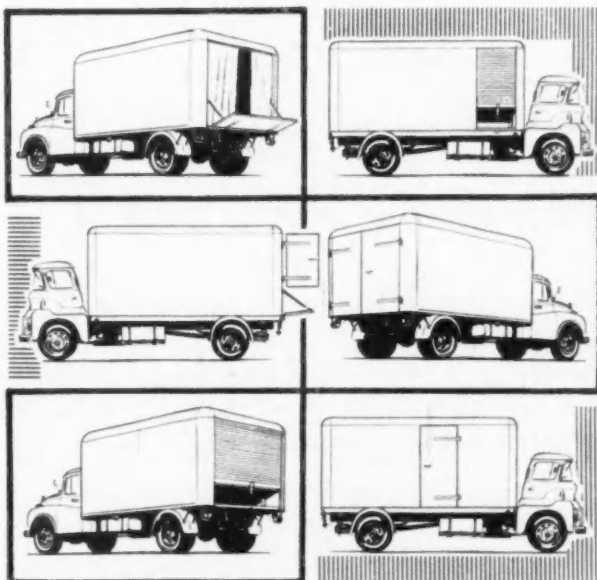
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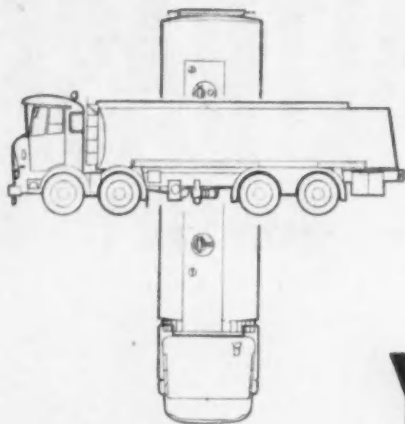
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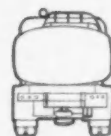
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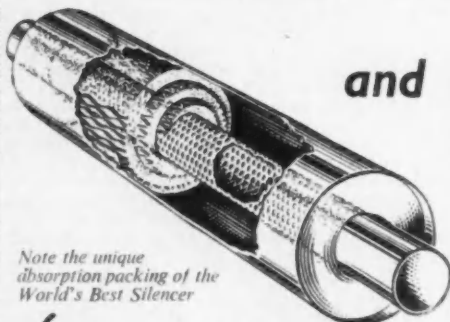
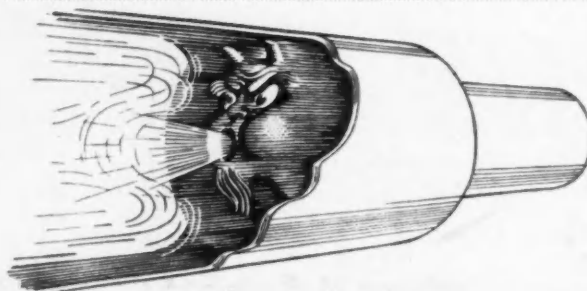
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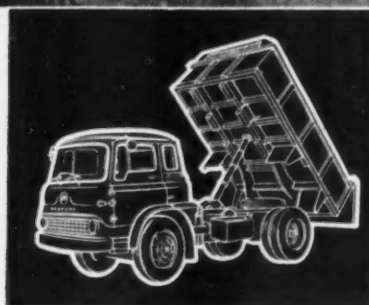
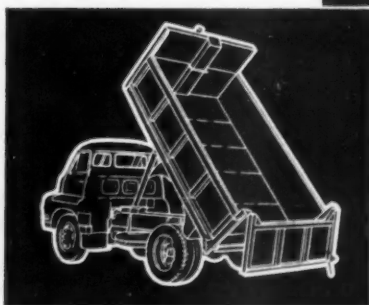
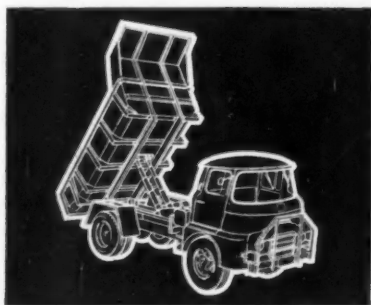


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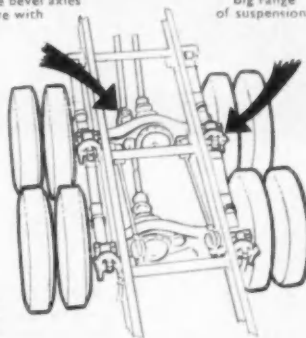


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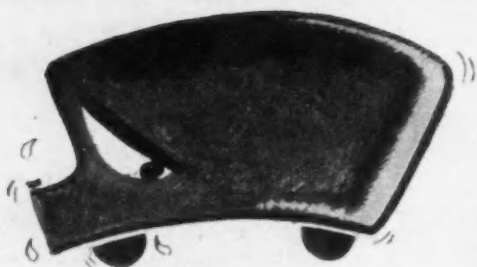
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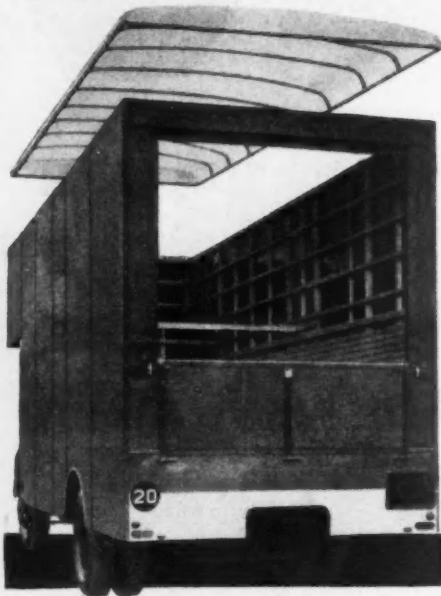
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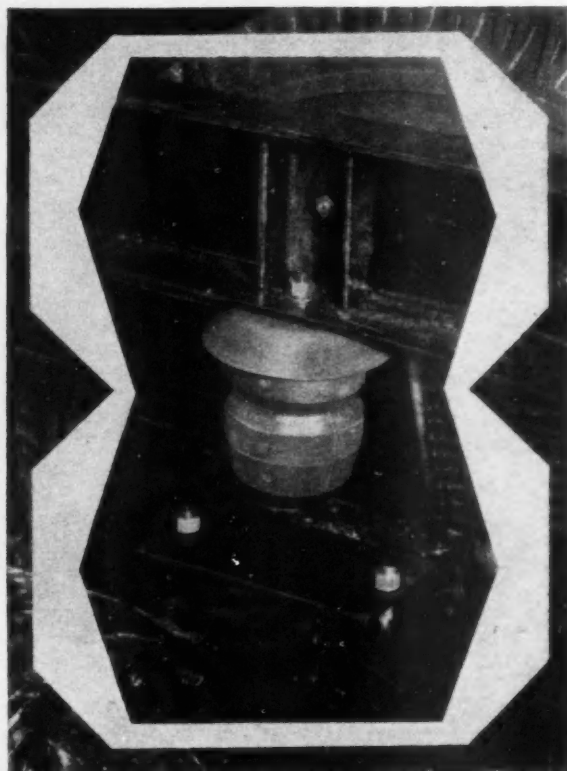
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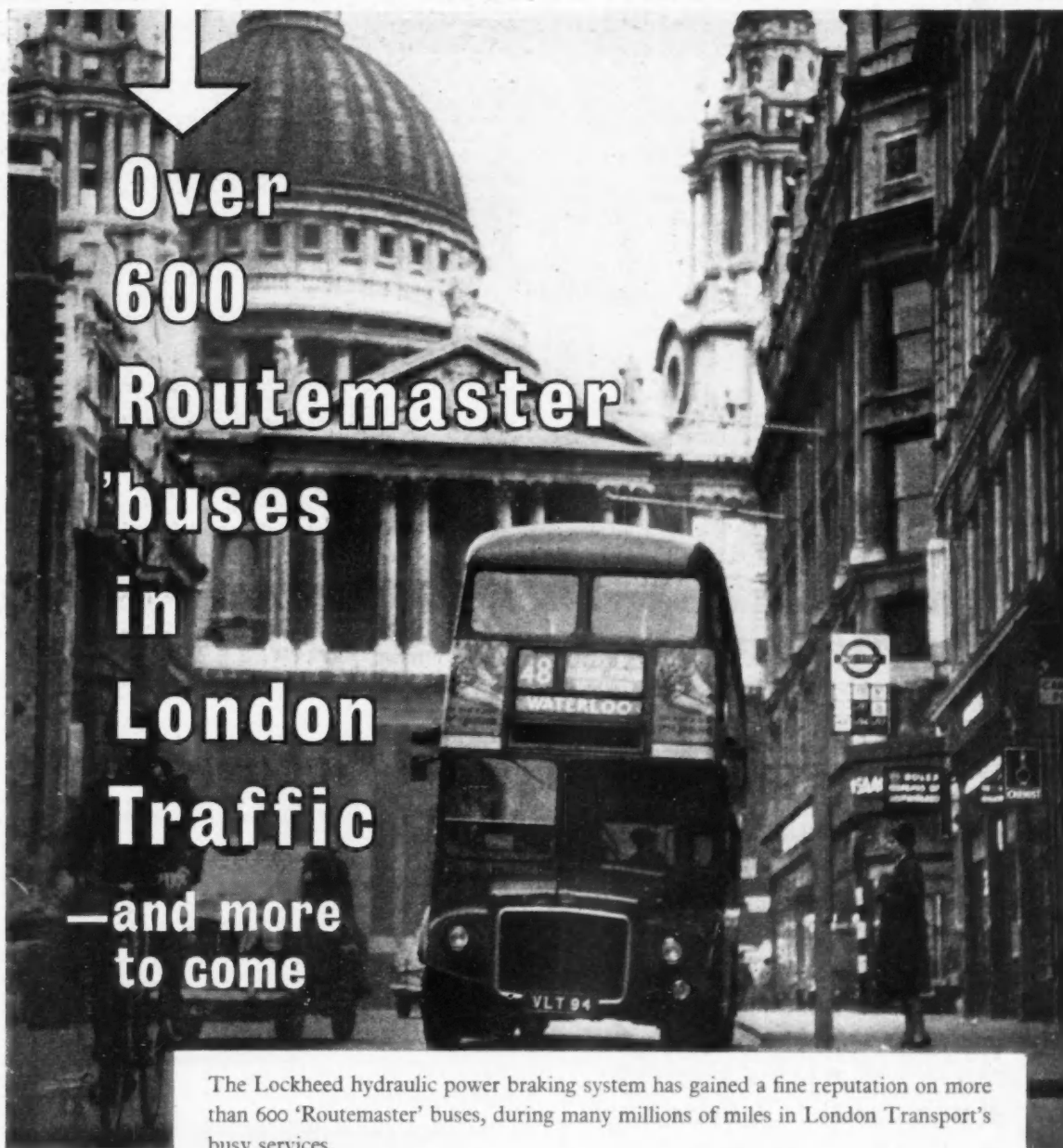
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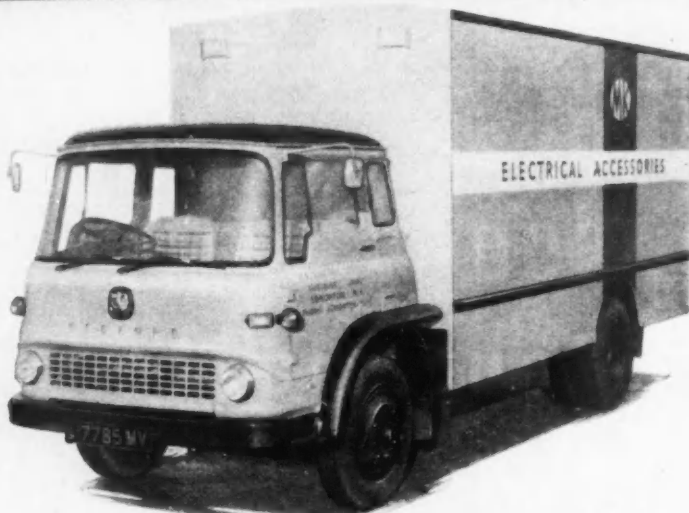
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SEPTEMBER 8, 1961
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The Silent Revolution

WHY feature aluminium and plastics? Either utilized as separate materials, or both used in the same body, they can without exaggeration be said to have constituted a silent revolution in commercial vehicle bodybuilding. There is, of course, and (so far as the foreseeable future is concerned) always will be a considerable need for the many excellent steel, timber or composite bodies that give fine service at low cost, particularly where their use is preferred. But it is open to question whether many operators, particularly the small- and medium-sized hauliers and C-licensees, appreciate what a choice they have for their money.

To some extent it is, perhaps, inevitable that any new technique should suffer in its early marketing years from prejudice which is often unfounded. With the latest alloys, aluminium has got past those days, and now fights its major battle solely on the question of a high first cost balanced against longer life, increased payload and reduced operating costs. This aspect is thoroughly examined in one of the articles in this issue. There is, however, a greater resistance to the use of plastics materials, based often on a misunderstanding of their properties.

Possibly the greatest disservice that can be done to aluminium alloys and plastics is to regard them, as many people do, in the light of competitive materials. They do, it is true, often offer similar benefits. For instance, painting costs can be saved by using either material; colour-impregnated plastics need no paint, nor does natural-finished aluminium either in plain sheets or with one of the several excellent decorative finishes that are available. Each can be used for many interior fittings.

There are many instances of all-plastics bodywork, but they should not solely be regarded as competitors to the countless examples of all-alloy bodies; they are not always on similar chassis. In point of fact, it is more usual (and of much greater value in many cases) to consider the use of both materials.

In this context there are any number of instances to relate, which show that a great many operators have discovered that both materials can offer benefits. Each saves unladen weight and, particularly in the bus world, more and more vehicles are appearing with glass-fibre fronts, or corner panels, as well as the now-universal alloy body panels. Many goods vehicles are built with, for instance, glass-fibre cabs and alloy bodies.

For refrigerated or insulated vans and containers, it is now commonplace to specify aluminium panelling with an interior lining in the requisite thickness of a plastics material. More and more van and pantechon users (and many p.s.v. operators) are finding the worth of translucent plastics as a roof-light, so making visibility inside the body almost normal. Again, these translucent lights are frequently used in conjunction with alloy bodywork.

But even if you want, say, a timber body, a very significant saving in dead weight can be achieved by the use of an alloy subframe. Similarly, plastics panels can be bonded to an alloy body frame, if required.

One major point for operators who carry out, or are considering carrying out, their own bodybuilding (or for undecided bodybuilders) is that most of the major manufacturers of aluminium extrusions, panels and so on offer a free advisory service on design, materials, weights and all other relevant matter. Large stocks are always on hand. And, as another article in this issue shows, relatively unskilled labour can work with plastics, the manufacturers of which are also willing to give advice.

IN THIS ISSUE

Special Bodywork Features

The uses of aluminium alloys and possible future uses (*page 174*); Plastics—has prejudice hindered their adoption? (*page 178*); Midland Red, one of the foremost protagonists of plastics on p.s.v.s (*page 182*); Aluminium and plastics in smaller goods vehicle fleets (*page 186*); An all-alloy car transporter (*page 193*); "Planning for Profit" examines the savings that can be effected with aluminium bodies (*page 198*).

- Readers' Letters *page 173*
- New Equipment *page 191*
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- Latest Haulage Licence Developments *page 197*

NEXT WEEK

- Cross-country vehicle tested

Men Who Make Transport

William

IT WAS in some gloom that I journeyed to Vauxhall's Luton works one recent day not, I hasten to say, because of the prospect of meeting William Swallow for the first time or visiting Vauxhall's for the third time. No—it was crises season for Britain again and a second (and by all forecasts devastating) Budget was about to be placed before the House of Commons. The old, old story of inflation, falling off of exports, not enough work being done and so on was to be told yet again. The cry of "Wolf" was heard in the land.

But it was not in gloom that I left Luton for London. Vauxhall's chairman and managing director (like his predecessor a quiet, forceful talker) dissipated any lingering despair about our country's future. He will have none of the often expressed view that Britain is a spent force, a second class power, a monument to lost international influence. With "firsts" in TV, radar, penicillin and jets, who can point a finger at us and say we are finished? This is very far from saying that he thinks everything in the garden's lovely. He is aware, as every industrialist must be, that our deficiencies in production and export must be tackled vigorously and imaginatively.

Where, in his view, does the corrective lie? He puts it in one word: incentives. Prove to workers—and to everybody else for that matter—that worth-while benefits follow better work and better work will ensue. Nor does he believe that incentives always and necessarily mean hard cash. Healthy rivalry may sometimes be stimulated by such simple means as the award of a trophy. British workers on the whole being strivers (after all, they do spend a lot of time gardening, painting houses, erecting new fences and so on, in friendly rivalry with neighbours) they often don't need a trophy. So, in their jobs, they like to feel that they are in no way inferior to the

Bird's Eye View

Change of Address For Lorry-Driver Final?

IN nine days time—on Sunday, September 17, to be precise—the cream of Britain's lorry drivers will be battling it out at Fort Dunlop, Birmingham, for the Lorry Driver of the Year title. Fort Dunlop has been the venue for some years now, being provided by courtesy of the Dunlop Rubber Co., Ltd., who have proved to be lavish and friendly hosts.

If what I hear is right, this may be the last final to be staged at Fort Dunlop. A Coventry newspaper recently published statements it attributed to Mr. Mervyn Miles, the energetic secretary of the national organizing committee, that in future the final might be held in Coventry.

When I telephoned his office, Mr. Miles was taking a do-it-yourself holiday, but a colleague told me that Dunlop's had already been approached.

Two-day Event

THE same article also quoted Mr. Miles as saying that future finals might be two-day events, and that it might be necessary to hold regional finals, as well as a national final. All that is a logical development, for interest in the competition is growing steadily and the organizers have for some time been discussing these and other matters.

This year, for instance, there were 15 eliminating rounds (there would have been 16 if the Slough contest had not fallen

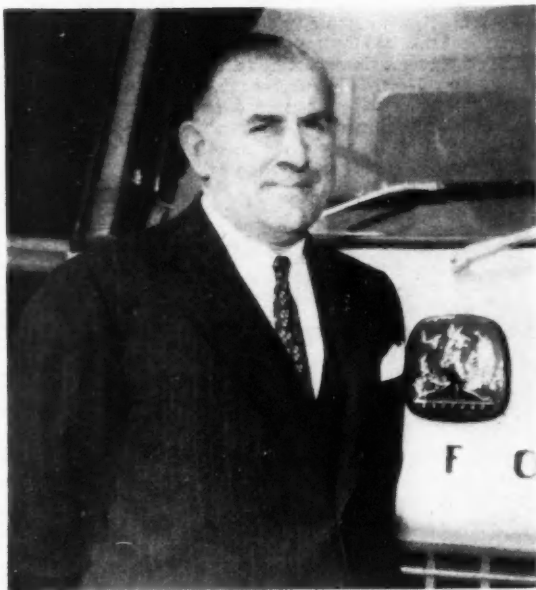


through), and already London is talking in terms of more than one round next year.

Easy Maintenance

THOSE concerned with vehicle maintenance will be particularly interested in the Renault 4 car announced last week. Features of this 747-c.c. front-wheel-drive car include the elimination of grease points by the use of sealed bearings and lubrication-free bushes, and a sealed cooling system filled with a water and anti-freeze solution which it is said never needs attention. (Nothing new to Leyland Motors, Ltd.)

Swallow



No grass under his feet—Mr. W. Swallow.

engineering people across the road. The psychology of the local flower show is little different from the factory.

Precisely what incentives have inspired and urged on the Swallow career I do not know. For all his quiet manner he has some restlessness in his make-up, the intention of getting on, of letting no grass grow under his feet.

By The Hawk

Maybe such things will one day become the rule rather than the exception. At any rate it would not take much to have them on a commercial vehicle. The Renault 4, with its large, top-hinged rear door, looks as though it could easily be produced as a van.

Arresting Message

PURSUING my lawful occasions the other day, I sighted an approaching vehicle. Suddenly my gaze was focused on the legend it bore. It said "Syd's Murder Van" and then "Syd Doesn't Cut Prices. He Murders Them."

As this startling example of publicity passed in the opposite direction, I was gratified to discover Syd to be a C-licensee. After all, it could have been the nom-de-guerre of some hauliers we all know.

Scrutiny

"RECENT events have proved conclusively that the under-writings of hire-purchase transactions require closer investigation than they have been given in the past." A word of warning from Sir Stanley Bell, chairman of the Astley Industrial Trust when opening new offices for Daniels Finance, an Astley subsidiary.

"Both the motor trade and H.P. companies have got to be reasonably satisfied that customers are not trying to shoulder liabilities which they have little hope of meeting," he added.

Stern Words

STERN words, but any sane operator would approve. If nothing else it makes it harder for the fly-by-night pirate to appear, cut rates to suicidal levels, and go broke after forcing better men out.

Look at what he has done so far. First of all, consider his beginnings. Ordinary enough in all conscience: an elementary school education at Gomersal in the West Riding, engineering studies at evening classes in Batley and Huddersfield technical colleges, and jobs in textile machinery manufacturing and machine tool engineering. It is a typical West Riding story, except that in 1923 he finished with textiles and textile machinery for ever and joined Karrier Motors, Ltd., as a draughtsman. Three years there was enough for him. Then he went to Short Brothers, commercial vehicle bodybuilders, as a senior draughtsman and in a very short time became their chief body designer. He left Short's in 1930, though he was back again during the war as chief production engineer.

Two years with Gilford Motors brought him to 1932 and the Pressed Steel Co., Ltd., as development engineer—and, by one of those quirks of fortune, to the path which led to the managing director's chair at Vauxhall's. This was a productive period for him. Those 11 years with Pressed Steel saw him experimenting with the unitary chassis/body construction of motorcars. He was responsible for a number of patents in this field.

Now, it happened that a director of that company went to General Motors. Holding Swallow in high regard he invited him to join General Motors as well; so it came about that in 1947 he was appointed development engineer in the product and development department in New York. After 16 months he was back again in Britain to take charge of the manufacturing staff of General Motors, Ltd. This brings us to 1948, but at the age of 43 he was certainly not content to stay put nor were his employers at all minded to let him do so. Between October, 1950, and 1953 he was successively general manager of the AC Sphinx Spark Plug (now AC-Delco) division of General Motors, a group which included a number of "non-vehicle" manufacturing activities such as Frigidaire.

Short Step

From there it was but a short step to Vauxhall Motors, Ltd., whither he went as director in 1956 and remains today as chairman and managing director. It is appropriate to remark at this stage that William Swallow is a young 56, and to ask "Where does he go from here?"

Like other members of the Vauxhall board he attaches the highest importance to personnel management. In his own career, he implied to me, he has progressed by doing the job immediately to his hand vigorously and faithfully studying its ramifications practically and theoretically. He does not recall that office jealousies and envies have ever been a deterrent—perhaps he has always been too immersed in his work to notice them, or perhaps they were never there.

Supposing a Vauxhall employee feels he has been overlooked or that, for reasons outside his control, promotion has been inhibited. Can he look confidently for a private interview with William Swallow? He may indeed expect a patient hearing. But that does not necessarily mean that this sympathetic chairman and managing director will at once hoist him to the eminence he seeks.

"Timing comes into such matters to a great extent," Mr. Swallow told me. "Many brilliant men have been frustrated throughout their career because they have moved at the wrong moment, while less brilliant ones who acted at the psychological moment have gone ahead, to the astonishment, if not the admiration of those they overtook."

He went on to say, "It is important to bring young men on, so that there is always another person to take one's job when the time comes." They are always on the look-out for new talent and it can be revealed to no more sympathetic eye than that of Mr. Swallow.

H.C.
H17

Wages Council to Meet

The Road Haulage Wages Council is to meet on September 21 to consider representations made against new wage proposals set out in Notice R.H.(71). Details of the new proposals were given in *The Commercial Motor* dated August 18. The major changes proposed are a reduction in the working week from 44 hours to 42 hours, and an increase of approximately 3 per cent. in basic wage rates.

Girling in Persia

JOSEPH LUCAS (EXPORT), LTD., have appointed an overseas service agency for the Girling franchise in Persia. The company, Nassim S. Shamash, trading as "Magazine Jahan," has its headquarters in Teheran and the agreement is for the territory of Iran. Covered by the agreement are Girling braking and hydraulic damper equipment and spare parts.

The address of the agency is Magazine Jahan, Bargh Avenue, Teheran, Iran, Persia.

The Lucas and C.A.V. franchise continues to be operated by Auto Parts, Ltd., Teheran.

Thames Show

A SPECIAL Commercial Vehicle Week is being held by F. English, Ltd., Ford distributors, of Poole Road, Bournemouth, starting next Monday. Twelve Ford vehicles, ranging from a 5-cwt. van to the 11-ton 6 x 2 Trader, will be on show and there will be five demonstration vehicles available. On the last day of the show, next Saturday, a transport drivers' manoeuvrability competition is to be held.



H. and J. Quick, Ltd., Manchester, built the body on this Thames Trader 5-tonner which is used by Hugon and Co., Ltd., Manchester, for the transport of refined suet. Body framing is of hardwood and there are sliding doors at the front of the body on both sides and a light-alloy rear shutter. The body is insulated with 1-in. expanded polystyrene. Exterior panelling is of 16 s.w.g. light-alloy sheeting whilst the interior is panelled with colour-impregnated reinforced plastics. The wooden floor is also covered with reinforced plastics.

B18

Trailer Plates and Lighting

THE Minister of Transport has decided to withdraw the proposals circulated on January 11, 1960, regarding the revision of regulations as to trailer plates and rear reflectors on trailers. This is because further proposals have now been put forward for an international standard for trailer plates. Whilst final agreement has not yet been reached on photometric requirements, it is clear that the 1960 proposals will have to be very largely recast. New proposals will therefore be circulated as soon as general agreement has been reached internationally.

It is intended, however, to make a minor change in these regulations in the near future. At present Regulation 64 (2) specifies that the reflex lenses incorporated in trailer plates "shall be $\frac{1}{2}$ in. in diameter." As the Minister is advised that this cannot be taken to mean "shall be at least $\frac{1}{2}$ in. in diameter" it is considered that the present wording is unduly restrictive.

It is therefore proposed that, in the interim before these regulations are completely revised, this particular regulation should be amended to provide that reflectors must be at least $\frac{1}{2}$ in. in diameter.

Bus Take-over Plan at Nottingham

BARTON TRANSPORT, LTD., of Nottingham, are negotiating for the purchase of Robin Hood (Coaches), Ltd., Nottingham. Negotiations are expected to be completed within the next few weeks.

Mr. F. Broomfield, company secretary of Barton Transport, said 19 coaches were involved in the proposed deal and it was envisaged that they would eventually be transferred to Barton's garages.

A spokesman for Robin Hood (Coaches), Ltd., said: "All our employees will keep their jobs and there will be no

redundancy." The Robin Hood Road Haulage section would continue as a separate company and would not be affected in the deal, he added.

Robin Hood run three regular services from Nottingham to Blackpool, Southport and Morecambe. They also run a joint service between Corby and Glasgow with Barton's.

Body Design Competitions

COPIES of the schedules giving full particulars of the Public Service and Commercial Vehicle Body Design Competitions 1961/2 and the Motor Vehicle Body Crafts Competition 1961/2 have now been issued by the Institute of British Carriage and Automobile Manufacturers.

The competitions are arranged by the Institute in conjunction with the Society of Motor Manufacturers and Traders, the Worshipful Company of Coach Makers and Coach Harness Makers of London, and the National Federation of Vehicle Trades.

The design competitions are this year restricted to public service and commercial vehicle subjects. There are three separate competitions, the first two without an age limit. Competition No. 1 is for a design of a single-decker luxury Continental touring coach with maximum dimensions of 36 ft. x 8 ft. 2 $\frac{1}{2}$ in.

Competition No. 2 is for a design of a metal-frame aluminium-alloy, double-compartment refrigerated body designed as a semi-trailer with integral running gear. Overall dimensions are to be 24 ft. long and 7 ft. 6 in. wide.

The subject of competition No. 3, which is open to persons under the age of 21 and in certain cases under 23, is a retail sales ice-cream body mounted on a forward-control 10-cwt. chassis.

TRAFFIC CONTROL EXHIBITION

THE control of ever faster and more voluminous traffic flow by automatic devices, dispensing with slow and unreliable hand operation, will be the theme of an exhibition at the Science Museum, South Kensington, London, from September 13 to October 1.

Vehicle Tests on Premises

MINOR changes in the Motor Vehicles (Construction and Use) Regulations, come into force tomorrow, to coincide with the start of roadside "spot" checks under the Road Traffic Act, 1960.

The main effect of the changes is that vehicle tests carried out on premises (with the consent of the owner of the premises) are extended to include tyres, lighting equipment and reflectors, as well as brakes, silencers and steering gear. This will bring them into line with the roadside "spot" check.

Copies of the amending regulations, entitled "The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations, 1961" (S.I. No. 1643) may be obtained from H.M. Stationery Office or ordered through any bookseller, price 3d.

Perkins Option in New White Trucks

THE new American White Compact range of commercial vehicles is to be available with the Perkins 6.354 diesel engine as optional first equipment. The installation of the Perkins engine was developed jointly by White and Perkins and is said to compare favourably in size and weight with U.S. petrol engines of comparable power.

Design aim of the White Compact range, which has gross weight ratings of 12½ tons, was economical operation in congested traffic areas. The engine is mounted under the cab, which tilts forward to provide good accessibility. The manually operated tilting mechanism is counter-balanced for easy, safe operation.

Bigger Engine for Commer Van

A MORE powerful engine is fitted in the latest version of the Commer Express delivery van. Engine capacity of the latest model—the Mark VIIIB—is some 6 cu. in. greater than its predecessor. Bore and stroke of the 4-cylinder unit are 81.5 mm. and 76.2 mm. respectively, giving a displacement of 1,592 c.c. Gross output is 54 b.h.p. at 4,400 r.p.m. with torque 80 lb.-ft. at 2,200 r.p.m. Standard compression ratio is 6.9 to 1.

Selling price of the new version is unchanged at £475.

Scientific Training for Cycling

THE third edition of a now standard work, "Scientific Training for Cycling," by Dr. C. R. Woodard, is to be published by Temple Press Ltd., on September 13. First published in 1951, this book quickly established itself as the definitive British work on training for cycling, and this third edition has been thoroughly revised to increase its usefulness even further. It costs 6s. net.



The 1944 Daimler bus which, as announced last week, has been modified by Burnley transport department for use in connection with the town's centenary year celebrations.

United's New Bus Station Opened

A SYMBOLIC service No. 1 bus, crewed by the two longest-serving members of the platform staff, was driven through the gates, a tape was cut, and Darlington's much needed ultra-modern bus station was officially opened by the Mayor, Councillor R. Loraine, on Monday.

Built by United Automobile Services, the new, fully roofed-in station will act as a terminus for all bus services, long-distance and local, that enter Darlington, with the exception of the Corporation's own town services.

The huge building, conveniently situated near the market and station, is steel-framed, with a low-pitched asbestos roof over part of it and a flat roof of aluminium and steel decking over the rest.

It is heated by two oil-fired installations and an unusual feature is a tubular radiator system over the passenger concourse. Ventilation is by extractor ducts operated by electric fans.

Of particular advantage is the platform indicator system. By operating an electric switch, destination blinds can be changed to enable passengers to join duplicate vehicles as desired.

Training For Industry

A NEW training school which has been built and equipped at a cost of more than £250,000 for the Pressed Steel Co., Ltd., at its Cowley, Oxford, headquarters, is to be opened on Wednesday, September 20, by Mr. W. J. Carron, president of the Amalgamated Engineering Union.

The new school, a five-storey building, has been designed for the training not only of craft and student apprentices, but to accommodate courses for supervisory and executive staff and university graduates entering the industry.

Rochdale—Another Surplus

THERE was a net surplus on the workings of Rochdale Transport Department in the year ended March 31, last, of £3,821, compared with £2,793 the previous year. Due to fares increases, revenue last year increased by £32,457, but working expenses increased by £20,466 to a total of £625,187.

It has been decided to set up a reserve fund for vehicle renewals and £20,000 was allocated for this purpose.

In his report, the general manager, Mr. Ronald Cox, states that the undertaking pays £60,592 for fuel tax, £5,883 in licence duties and £5,609 in local rates.

A total of 4,260,629 miles were operated, 4,114,232 of which were in service. The average m.p.g. was 8.79, and the average for lubricating oil was 807 m.p.g. Mr. Cox comments in his report that the consumption figures for lubricating oil have deteriorated due to a number of A.E.C.s approaching a quarter of a million miles without any major work being carried out on the engines.

Oldham Group Expands

"THE BUSINESS of the Oldham Group has continued to expand both at home and overseas," declares Mr. John Oldham, chairman of the Manchester battery and electrical engineers organization, in the company's annual report.

Net profit of the parent company before tax amounted to £172,749 (against £125,473). Aggregate net profits of overseas and other subsidiaries amounted to £343,302 (against £285,497). Final dividend will be 10%, making 17½% for the year on the ordinary capital as increased by the scrip issue. Aggregate capital and reserves £1,747,904 (against £1,666,723).

Men in the News

Mr. L. W. Gibson has been appointed a director of Northern Commercial Vehicles, Ltd.

Mr. A. M. V. Simmons, well known for his work in developing a repair system for tubeless tyres, has retired from the Dunlop Rubber Co., Ltd.

Mr. T. McMain retired last week after 40 years' service with W. Alexander and Sons, Ltd., Falkirk. He had been traffic manager with the firm for over 12 years.

Mr. P. E. Lazarus has been appointed principal private secretary to the Minister of Transport, Mr. Ernest Marples. He succeeds **Mr. J. R. Madge** who is being promoted.

Mr. William Murray, assistant traffic superintendent of Glasgow Corporation Transport Department, has been appointed traffic superintendent in succession to **Mr. James B. Hurst**.

Mr. A. C. Sturley has been elected to the board of the International Nickel Co. (Mond), Ltd. He is succeeded as general manager of publicity by **Mr. L. F. Denaro** who relinquishes his appointment as assistant to the managing director.

Mr. W. H. MacLennan has resigned as managing director of Highland Haulage, Ltd., and has given up his seat on the board of the company and its associate, W.M.W. Transporters, Ltd. He will be available to Highland Haulage, Ltd., as a consultant. **Mr. W. A. MacKenzie**, the Inverness traffic manager of Highland Haulage, Ltd., has been appointed to act as general manager of the company.

Mr. A. Paterson has been appointed works manager at the Trafford Park works of Associated Electrical Industries, Ltd., and **Mr. A. J. R. Veale** has been appointed assistant works manager with special responsibilities for the manufacturing services department. At the Motherwell works of the company **Mr. W. H. Beswick** has been appointed assistant superintendent of the meter department.

Mr. Harry Windsor has been appointed general service manager of Oswald Tillotson, Ltd. He was formerly deputy general manager.

Mr. H. F. Gray, transport manager of Bayly and Bartlett (Transport), Ltd., has been appointed general manager of Plymouth Transport Co., Ltd., in succession to **Mr. A. McFarlin** who has taken up an appointment as traffic manager of the Mersey Tunnel Joint Authority.

Mr. A. Craig Macdonald, who for several years has been a director and production controller of Albion Motors, Ltd., has been appointed general manager of the company. He will be in charge of all operations at Albion's Scotstoun and Yoker factories, and directly responsible to the managing director, **Mr. Stanley Markland**.

Mr. Bernard W. Clark, managing director of the S.M.T. Sales and Service Co., Ltd., is retiring at the end of this year, but will continue as a director of the company in an advisory and consultative capacity. **Mr. G. B. Dryden**, joint assistant managing director, will then be appointed managing director with **Mr. D. Donaldson** as assistant managing director.

Following the announcement last March of the appointments of **Mr. J. A. V. Watson**, **Mr. L. G. Packham**, **Mr. C. E. R. Millidge**, and **Mr. A. A. Barr** as assistant managing directors (with effect from January 1, next) of Castrol, Ltd., appointments of their successors have now been made. These are **Mr. K. C. McCarthy** to replace Mr. Watson as general manager (Castrol Division), **Mr. W. F. Phillips** and **Mr. R. Layet**, in place of Mr. Packham as general managers (Overseas Division), **Mr. E. E. Hughes** as sales manager (Castrol Division) in place of Mr. Millidge, and **Mr. K. E. Shurey** to replace Mr. Barr as group publicity manager. In addition to these appointments (also effective from next January), **Mr. W. F. Freestone** has been appointed manager (Overseas Division) and **Mr. J. C. Edmunds**, assistant group publicity manager.



Mr. A. Craig Macdonald.

Mr. D. R. Marriott, chief inspector of the Mexborough and Swinton Traction Co., Ltd., has been promoted traffic superintendent to succeed Mr. Ernest Cotterill, who died recently. Mr. Marriott has been with the company for 28 years and is succeeded as chief inspector by **Mr. Eric Smallwood**.

Mr. L. W. H. Savage, divisional road engineer, North Midlands Division, retires on September 15. He served with Rotherham and Hull Corporations and in the Federated Malay States before joining the Ministry of Transport in 1929. He will be succeeded by **Mr. A. D. Holland**.

New Retread Council

THE council of the Retread Manufacturers' Association for the ensuing year will consist of the following members: **Mr. I. E. Gilroy** (president), G. N. Tyre Co. (Vulcanisers), Ltd.; **Mr. E. G. Wallace** (vice-president), Watts Tyre and Rubber Co., Ltd.; **Mr. E. G. Barwell**, Barwell Rubber Co., Ltd.; **Mr. W. G. W. Bird**, Blue Peter Retreads, Ltd.; **Mr. W. J. Courtney**, The Regent Tyre and Rubber Co., Ltd.; **Mr. M. Demant**, Union Tyre Co., Ltd.; **Mr. J. Emanuel**, Homerton Rubber Works, Ltd.; **Mr. L. G. England**, Reflex Tyre and Rubber Co., Ltd.; **Mr. J. M. Foster**, Kenning Tyre Services; **Mr. R. E. Fuller**, Seagrave Tyre Co.; **Mr. R. G. Hill**, Fit, Ltd.; **Mr. L. W. R. Morley**, Vacu-Lug Traction Tyres, Ltd.; **Mr. C. Pote**, Victory Tyre Works; **Mr. J. C. Price**, Tyresoles, Ltd.; **Mr. G. Webster**, Webster Tyre Co., Ltd.; **Mr. E. N. Wilkinson**, Ondura, Ltd.

BUS INSPECTORS' INCREASE

A RISE of 22s. a week has been awarded to inspectors in Scottish municipal bus undertakings. Night duty allowance has also been raised from 5s. to 8s. for each night worked.

Forthcoming Events

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5.—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15.—Paris Motor Show. (Cars only.)
October 14.—R.H.A. East London sub-arc Banquet and Ball, Park Lane Hotel, London.
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 24-27.—Royal Dairy Show, Olympia.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 19-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.
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February 22-March 4.—Amsterdam Show.
April 15-16.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.
May 8-18.—Mechanical Handling Exhibition, Earls Court.
May 15-17.—Public Transport Association Conference, Harrogate.
May 29-June 1.—Institute of Transport Congress, Cardiff.
September 21-29.—Commercial Motor Show, Earls Court.
October 17-27.—Earls Court Motor Show.
Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

Speeding Deliveries at Night

BODYWORK incorporating a mechanical handling system intended to overcome the difficulty of delivering goods in congested shopping areas has recently been built for H. J. Ryman, Ltd.

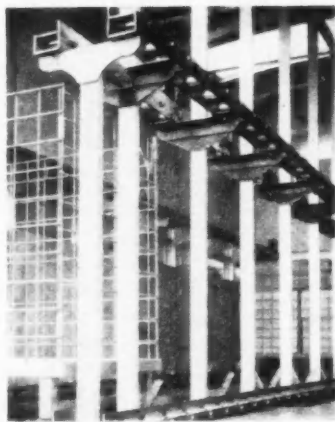
The company has a number of retail stationery and office equipment shops, many in extremely difficult locations. As deliveries with the new vehicle were required to be carried out at night by a driver working alone, the body design features a Burtonwood tail-lift and roller tracks inside the body to carry special stillages.

The driver will leave full stillages and take away empty ones from the previous delivery.

Basically the vehicle is a boxvan with a light alloy body built by Duramin Engineering (Lydney), Ltd., mounted on an Austin 7-ton chassis. L. F. Dove (C.V.), Ltd., of Croydon, supplied the complete vehicle and designed the special features of the body. Help in the design was given by T. H. Lewis, Ltd., of Watford and Express Dairy, Ltd., who used the same principles in their super-market delivery vehicles.

The body structure and exterior paneling are of light alloy, with an interior skinning of $\frac{1}{2}$ -in. plywood and a translucent section in the forward part of the roof.

Running the full length of the body, in the centre of its width, there is a row



This photograph shows the layout of the roller tracks on the central pillars and the body floors. The stillage stops can be seen in the raised position.

of light alloy, channel-section vertical members. Brackets attached to these, 3 ft. 9 in. above the body floor, carry roller tracks on each side. Identical tracks are also mounted at the same height on the internal framework of the body sides. Tracks are also located on the body floor at the bottom of the sides and on both sides of the central pillars.

The layout gives two upper and two lower pairs of tracks and provides for the loading of four rows of stillages. Special



A rear view of the Austin 7-tonner with Duramin light alloy body supplied to H. J. Ryman, Ltd., by L. F. Dove (C.V.) Ltd. The Burtonwood hydraulic tail-lift is shown let down ready for one of the collapsible stillages to be run on to it.

stillages have been made for use on the vehicle. These have full-length sledge-type feet to match up with the spacings of the roller tracks. They measure 3 ft. 3 in. wide, 2 ft. 3 in. long and 3 ft. high, are collapsible and have a capacity of 5 cwt. of goods. Twenty-eight can be carried, seven in each row.

Four lines of roller tracks are also located in the upper face of the Burtonwood hydraulic tail-lift, matching up with the tracks inside the body. The hydraulic pump for the tail-lift is driven by an electric motor mounted on the outside of the near-side chassis side member. This is to ensure that the level of noise will be kept to a minimum during the nighttime loading and unloading. To provide for the consequent heavier load on the batteries special heavy-duty Exide batteries are fitted.

Controls for the tail-lift are duplicated inside the rear of the body and are also

fitted on the outside below the floor level. When loading or unloading stillages on the upper tracks the operator stands on the tail-lift and regulates its movements from the interior controls which are positioned in the middle of the two levels.

Stops are pivoted at suitable points along all eight roller tracks. The spacing of these stops is the length of the stillages and they are dropped down behind the stillages to prevent movement during delivery.

A light-alloy shutter closes the rear opening of the body. When raised this lies flat along the underside of the roof. The edge of the tail-lift is chamfered to facilitate loading of the stillages, which is carried out with the use of a specially made hydraulic lift truck. A simpler version of this truck is carried on the vehicle for the driver to use for unloading purposes.

Leicester Surplus Down

LEICESTER Corporation buses lost over a million passengers during the year ended March 31, 1961. The annual report, however, published this week, states: "It is encouraging to note that the decrease stood at a million passengers at the end of October, 1960, and was held at that figure to the end of the financial year."

The undertaking shows a net surplus of £62,576 after taxation—£40,000 less than the surplus for the previous year. This is mainly due to a £30,000 rise in salaries and wage awards, £1,000 in sick pay and welfare charges and £1,800 to boost pensions and retirement grants.

The report states: "The main factor in what is now an improving position is that we have been able to hold our cheap fares. It is significant that at the hearing of the Midland Red application for fares increase in June, the company said that the last uplift, in August, 1960, had resulted in a loss of 10½ million passengers, and that it was expected that the increase then sought would result in a

further fall of four per cent. This last figure can be set against our drop during 1960-61 of one and a quarter per cent."

The report adds that there are other significant reasons, outside the successful operation of its services, that make the impact of a cheap fares policy on the passenger load important—one of which is the effect on the city's congested streets.

LEEDS APPLICATION GRANTED

LEEDS Corporation have been granted permission by Yorkshire Traffic Commissioners to increase one quarter of the city's fares by 1d. with effect from September 17. The increases will bring in £231,500 in a full year.

COSTS UP £61,000

MR. E. R. L. FITZPAYNE, general manager of the Glasgow Corporation Transport Department, has reported that the latest increase of 3d. per gallon on petrol and diesel fuel oil will add £61,375 a year to the department's expenditure.

Three More for B.R.S. (Parcels)

IN order to deal with all the demands made upon their parcels service in the West Midland area, B.R.S. (Parcels), Ltd., had been compelled to borrow two vehicles from the East Midland area, said Mr. G. H. P. Beames at Hanley last Friday. Regular borrowing, continued Mr. Beames, was an undesirable feature of vehicle operation for B.R.S. To counteract this they wanted two vans and one articulated unit on A licence, based at Stoke-on-Trent. If the application were granted, the two vehicles licensed in the East Midland traffic area would be surrendered.

Mr. J. Else, the West Midland Licensing Authority, granted the three new vehicles.

Mr. H. H. Marriott, B.R.S. manager at Stoke, said that there had been complaints from their smaller customers. The consignments for these people were fitted into the regular runs, which were

operated on behalf of the big industrial concerns. Hiring from outside hauliers tended to be uneconomic, as the drivers were not used to parcels traffic where 30 to 40 deliveries tended to be involved.

The articulated outfit was needed to ensure that traffic in the Wolverhampton area was moved. At present there were regular delays of 24 hours on return loads. It was the intention to operate a nightly trunk service between Stoke and Wolverhampton.

Evidence was given by four customer witnesses who were making increasing use of the B.R.S. facilities. They had been let down on occasions, but all wanted to be able to rely on speedy efficient services in the future.

Mr. A. J. Kelsall, of Littlewoods Mail Order Stores, Liverpool, pointed out that as they had to compete with shops where goods were purchased directly over the counter, a reliable delivery service was vital.



Thermo King Air Blast refrigeration equipment is incorporated in this refrigerated body built by Sparshatts (Metal Bodies), Ltd. The aluminium-alloy body is insulated with a 6-in. layer of expanded polystyrene. The chassis is a Bedford TK5-tonner.

Micrograms . . .

£5½m. Argentine Orders: The 500 A.E.C. bus chassis in the £5½m. Leyland and A.E.C. Argentine order—reported in last week's issue of *The Commercial Motor*—are to be Regal IV, 19-ft. 6-in. chassis with AH 690 engines and semi-automatic transmission. Bodies for the 390 Leyland buses ordered will be 44-seaters with accommodation for 25 standing passengers. One hundred and fifty will be Worldmaster models with bodies by Metropolitan-Cammell-Weymann and Marshall Motor Bodies, Ltd., and the remaining 240 will be Leyland M.C.W.-Olympic chassis-less buses.

Veterans Venue: The annual rally of the Historical Commercial Vehicle Club will be held on Sunday, September 10, at the works of the Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon. Many veteran vehicles will be on show and taking part in various trials. The proceedings are due to start at about 12.30 p.m.

P.Q.R.: Blue Peter Retreads, of Basingstoke, point out that their new Midland area manager is Mr. C. H. Repper and not Mr. C. H. Pepper as announced in a recent issue of *The Commercial Motor*. Mr. B. H. T. Rowley, the former Midland area manager, has been transferred to the post of sales manager, earthmovers.

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Not Them: In our July 21 issue, a description of a prototype alloy semi-trailer attributed the claim of a 1.3 m.p.g. fuel-saving to the operator, the Steel Company of Wales, Ltd. This should have been attributed to Watts (Factors), Ltd.

Wipac Move: Wipac Group Sales, Ltd., have moved to London Road, Buckingham (telephone, Buckingham 3031).

Wrong Normal User: In the report, last week, of an application by Gilbraith Tankers, Ltd., the normal user granted should have read: "Tar and like products (including fuel oil) in bulk."

Derv Fuel consumption in the U.K. in the first six months of this year increased by 10.7 per cent. to 1,386,022 tons, according to Petroleum Information Bureau figures.

Bridges Wanted: Tenders are to be invited for the construction of two bridges on the 10-mile Darlington by-pass.

A18 By-pass: A by-pass is to be built on the Sheffield-Grimsby road (A18) around the village of Laceby, Lincs.

Rail to Road: A length of abandoned railway line is to be used for a new "fly-under" junction as part of the modernization of a 1½-mile stretch of the Great North Road, A1, at Buckden, Huntingdonshire.

Orders and Deliveries

CHASSIS UNITS FOR HOLLAND: A further 75 sets of Leyland Worldmaster units—engines, semi-automatic gearboxes, axles and air-brake equipment—have been ordered by the Netherlands Railway. The order is worth nearly £200,000.

SUPER MAMMOTHS ORDERED: A total of 60 A.E.C. Super Mammoth chassis—25 will be 20-ft. wheelbase goods carriers, the remaining 35 15-ft. wheelbase tractors—have been ordered by South African Railways and Harbours, A.E.C. AV1100, 313 h.p. diesel engines, the largest made by A.E.C., will be fitted. The order is worth £350,000.

MORE COMETS FOR INDIA: Uttar Pradesh Roadways have ordered 33 more Leyland Comet long-wheelbase chassis from Ashok Leyland, Ltd., Madras.

MORE FOR CHRISTCHURCH: Twenty-four A.E.C. Reliance bus chassis, worth £75,000, have been ordered by the Christchurch Transport Board, New Zealand. The chassis will have mono-control transmission.

RAILWAY BUSES: Six Albion Nimbus underfloor-engined buses have been ordered by Guernsey Railway Co., Ltd.

B.R.S. ORDER MORE MERCURIES: A further 26 A.E.C. Mercury tractors have been ordered by B.R.S. These are in addition to the 150 chassis and cabs recently ordered and are similar to them. Park Royal Vehicles, Ltd. will build the cabs.

COMET TIPPERS AND TRACTORS: Six Leyland Comet tippers have been ordered by Kingscliffe Super Refractories, Ltd., Sheffield. Federated Foundries, Ltd., Glasgow, have ordered the same number of Leyland Comet-Scammell articulated outfits with automatic coupling gear.

LEEDS REORDER: Leeds City Transport Department have ordered a further 10 A.E.C. Regent Mark V double-decker chassis and five A.E.C. Reliance single-decker chassis.

DONCASTER TITANS: Front-entrance 30-ft. long bodies will be built on four Leyland Titan PD3.4 double-decker bus chassis ordered by Doncaster Corporation, A.C. generating equipment will be incorporated.

MORE A.E.C.s FOR ST. IVES: One of the largest sand and gravel excavating concerns in East Anglia, the St. Ives Sand and Gravel Co., Ltd., have ordered six A.E.C. Mercury tractive units. They will be used on the transport of concrete products.

CAPSTAFF ORDER A.E.C.: Newcastle upon Tyne hauliers, J. W. Capstaff, have ordered 12 A.E.C. Mercury short-wheelbase tractive units and six A.E.C. Mammoth Major eight-wheelers.

WIMPEY BUY MORE: George Wimpey and Co., Ltd., have ordered a further 50 A.E.C. Mammoth Major six-wheeled tippers.

Bus-About Tickets: London Transport's "Bus-About" tickets, introduced for daily use in August, were a big attraction. Adults and teenagers bought 90,000 of them at 5s., and 60,000 at half-a-crown were bought by children under 14.

Two Granted, Four Refused

OPPPOSITION by five hauliers to short-term applications by Flynn Bros. (Contractors), Ltd., resulted in one licence being refused at Manchester last week. Mr. J. Backhouse, for the applicants, said that they wanted a short-term B licence for two vehicles to carry solid fuel from dumps at New Hucknall and Bentinck to the Carrington, Agecroft and Chaderton power stations for Hargreaves (Lancashire), Ltd. A similar licence with identical conditions was requested for four vehicles (of 16 tons) to be hired.

Mr. M. Flynn, a director of the company, pointed out that they had been working for Hargreaves and did not want to deprive them of the facilities. A substantive application would soon be put in regarding the units, but the short-term licences would tide them over for three months. Mr. D. Brookes, transport manager of Hargreaves (Lancashire), Ltd., said that during a month Flynn's carried 3,000 tons of coal for them to the three power stations mentioned.

Mr. A. Burton, one of the road objectors, stated that he was an experienced coal carrier and had 28 vehicles, five of which were standing idle. Until recently these had been taking 1,000 tons of coal a week to the factory of Brown and Polson, Ltd., at Trafford Park.

This traffic had suddenly been transferred to rail, and now they had vehicles which were not fully utilized. They were quite capable of carrying coal to the power stations, and would willingly put these units at the disposal of Hargreaves. The witness told Mr. Backhouse that he had no figures to show the availability of these vehicles.

The North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, said that as Hargreaves had had transport facilities from Flynn Bros. in the past, it was a pity to deprive them of these in the future. He granted the short-term licence for their own units, but refused the one in respect of the hired vehicles.

A.E.C.s TO BE MADE IN THE ARGENTINE

UNDER an agreement between A.E.C., Ltd., and SIAM Di Tella Automotores S.A., the latter concern are to manufacture A.E.C. passenger and goods vehicles under licence in the Argentine.

SIAM Di Tella Automotores S.A. already make B.M.C. 1½-litre vehicles and Lambretta scooters under licence and are a subsidiary of SIAM Di Tella Ltda., one of the largest industrial groups in the Argentine.

1,000-MILE NON-STOP RUN FOR LIGHT BEDFORD

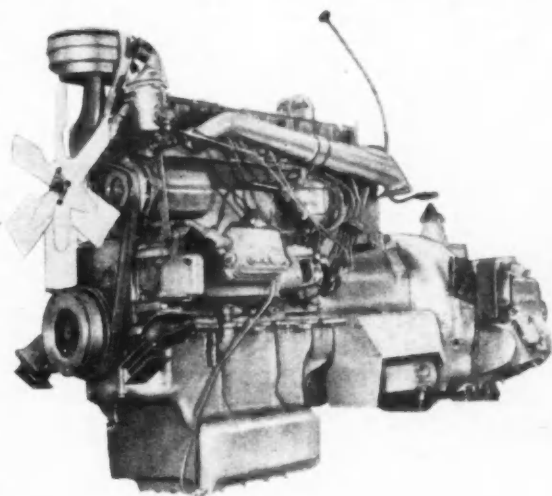
A BEDFORD CA passenger vehicle equipped with a Perkins Four 99 diesel engine is shortly to undergo a 1,000-mile non-stop endurance test. This is being organized by Murkett Bros., Ltd., London Road, Peterborough, and an accurate check on the fuel consumption is to be maintained during the run.

A.E.C. Engine for Dodge 9-tonners

A HITHERTO unannounced version of the A.E.C. AV410 six-cylindered diesel engine is being fitted by Dodge Brothers (Britain), Ltd., Kew, in their 9-ton range of goods chassis. The principal difference between this revised A.E.C. unit and previous versions is that a C.A.V. DPA distributor-type fuel-injection pump is employed: this change affects also AV410 and AV470 engines installed by A.E.C., Ltd., in their own chassis, although horizontal versions of these engines retain an in-line pump.

The DPA-equipped AV410, as used in the Dodge 9-tonner, is rated to develop 113 b.h.p. (net) at 2,200 r.p.m. and 300 lb.-ft. torque at 1,100 r.p.m. These figures indicate that the change of pump has slightly altered the power characteristics of this unit, the original ratings for which were 98 b.h.p. at 2,000 r.p.m. and 282 lb.-ft. torque at 1,300 r.p.m. The increased torque output, which occurs at a lower engine speed, should effect a noticeable improvement in road performance.

Dodge 9-ton chassis, which are available with wheelbases of 9 ft. 8½ in., 13 ft. 7 in., or 17 ft. 9 in., were introduced a year ago. They have five-speed gearboxes and two-speed rear axles as standard, with air-hydraulic braking on all models. The gross weight rating is 14 tons, and as originally introduced the Leyland O.375 110-b.h.p. engine was standard: the A.E.C. unit supplants this.



This is the new A.E.C. AV410 diesel, with C.A.V. distributor pump, which is now being fitted in Dodge 9-tonners.

More B.R.S. Parcels Developments

WIDESPREAD modernization and extensions have been completed to British Road Services parcels depots at Cambridge Grove, Hove, and Melbourne Street, Bedford.

The new depot at Hove was being officially opened today by Mr. A. J. Wright, Divisional Manager, B.R.S. South-Eastern Division.

Depot manager, Mr. B. W. Holmes, whose collection and delivery work covers an area from Bognor Regis to Seaford and inland as far as Petworth, Billingshurst, Cuckfield, Haywards Heath and Mayfield, is confident that these developments will bring about a definite improvement in the service his depot will offer. Daily throughput at the depot is at present 8,000 packages.

The extension provides an additional 4,500 sq. ft. of platform and this nearly doubles the space that was previously available.

British Road Services have taken further steps to improve services in this

area by the development of direct scheduled services to the Midlands, rather than passing through London depots.

There has been a speeding-up of services to other parcels depots in Kent and Sussex and along the south coast to Portsmouth, Southampton and Bournemouth, as well as the introduction of a direct service to the Central London shipping depot to cater for docks traffic. All parcels for trunk services to other parts of the country will be forwarded on the same day as they are received in the Hove depot.

A new 1,500 sq. ft. warehouse, a service station and an office block have been built at the Hove depot, which is one of 10 operational depots in B.R.S. (Parcels), Ltd.'s Southern Area.

B.R.S. have also doubled the platform area at their Bedford depot of the Northants parcels branch, which covers the area bounded by St. Neots, Gillingay, Biggleswade, Baldock, Stevenage, Hitchin and Ampthill.

Causes of Accidents Analysed

THERE was a significant increase in 1960 in the number of people injured boarding or alighting from public service vehicles, and in p.s.v.s, in the Metropolitan Police area, compared with 1959. This was revealed in *Road Accidents in 1960*, the annual statistical analysis published by the Commissioner of Police for the Metropolitan District.

There were a total of 1,658 boarding or alighting casualties and 1,604 casualties of passengers in p.s.v.s. This was, respectively, an increase of 1.7 per cent. and 13.8 per cent. over 1959.

The report goes on to detail the numbers of vehicles involved in accidents in the area during 1960. There was a very small increase (0.2 per cent.) in accidents in which p.s.v.s were involved, the 1960 total being 4,554. So far as goods vehicles are concerned, the 1960 accident figures were: not over 1½ tons, 7,147; over 1½ tons but not over 3 tons, 5,647; over 3 tons, 1,881. These were, respectively, an increase of 11.7 per cent., a decrease of 8.2 per cent. and an increase of 3.3 per cent., compared with 1959.

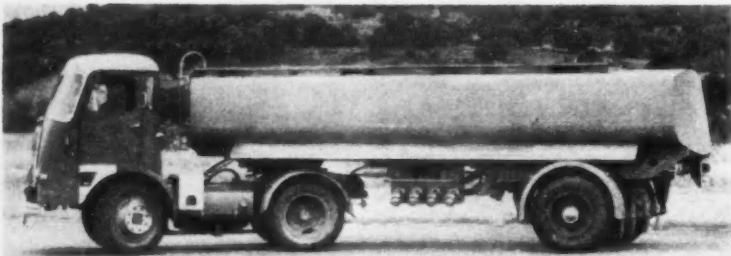
Some of the major causes of accidents were whilst the vehicle was stationary, stopping, starting from the nearside, turning right and overtaking. Fifteen per

cent. of the total accidents in which p.s.v.s were concerned occurred when the vehicle was starting from the nearside, 12.2 per cent. whilst stationary, 11.4 per cent. when it was stopping, 7.4 per cent. whilst overtaking, and 5.3 per cent. when turning right.

The biggest percentages for goods vehicles were when overtaking; the percentage reaching 19.2 in the case of goods vehicles over 3 tons. Turning right was the second main cause of accidents, reaching 13.5 per cent. in the case of goods vehicles between 1½ and 3 tons, loss of control of the vehicle resulting in 11.1 per cent. of the accidents involving goods vehicles over 3 tons; 7.9 per cent. for vehicles between 1½ and 3 tons; 8.2 per cent. for vehicles under 1½ tons, and 4.4 per cent. in the case of p.s.v.s.

Another contributing factor in accidents was disobeying traffic signs or signals. The percentages in the four categories were, respectively, 9.5, 6.8, 7.6 and 4.1.

Only 0.3 per cent. of the 4,554 p.s.v.s involved in accidents were reported to be defective. In the case of goods vehicles the percentage was 1.4 for those not over 1½ tons, 2.3 between 1½ and 3 tons, and 3.6 over 3 tons.



All'd Miles Ltd., built the tank of this new articulated vehicle, which has a Seddon tractor unit and B.T.C. Four-in-Line running gear. It can carry 2,400 gal. of fuel oil within a gross train weight of 15 tons, and the payload to gross vehicle weight ratio is 67½ per cent. The frameless, aluminium-alloy tank has four compartments and is 21 ft. 2 in. long. A further development is a spirit-carrying 3,000 gal. tank, which again would not bring the gross weight to above 15 tons.

Municipal Contracts

South Shields Cleansing Committee have accepted the tender of the Town Hall Garage, amounting to £482, for the supply of one Commer van; and the tender of Minorities Garages, Ltd., amounting to £3,157, for the supply of one Karrier refuse collection vehicle.

Eastbourne Corporation Transport Committee have recommended acceptance of the tender of A.E.C. (Sales), Ltd., for the supply of five bus chassis, costing £2,732 each, and tenders are to be invited for the supply of five bus bodies from East Lancashire Coach Builders, Ltd., Massey Brothers (Pemberton), Ltd., Metropolitan-Cammell-Weymann Ltd., Northern Counties Motor and Engineering Co., Ltd., and Park Royal Vehicles, Ltd.

Accrington Corporation have accepted the tender of Auto Services (Accrington), Ltd., for the supply of a new vehicle to replace an existing Ford van in the borough engineer's department, for the sum of £380, after allowance for the old vehicle to be taken in part exchange. The Highways Committee have accepted the quotation of the Greyhound Garage (Accrington), Ltd., for the supply of a new vehicle for use in the Lighting Superintendent's Department, to replace the existing 5-cwt. Ford van, for the sum of £329, after allowance for the old vehicle.

B24

Burnley Cleansing and Transport Committee are to invite tenders from selected firms for the supply of a 10-cwt. canopy type pick-up vehicle to replace an old motor car.

March U.D.C. Isle of Ely, have accepted a tender of Ely Service Motor Co., Ltd., of Lynn Road, Ely, amounting to £970, for the supply of a refuse collection vehicle.

Norwich Watch Committee have accepted a quotation of £10,982 from David Haydon, Ltd., of Birmingham, for the supply of a turntable ladder for the Fire Brigade.

Bridgend U.D.C. Glam. have approved the purchase from Burgess Industrial Plant, Ltd., of Stafford, of a Massey-Ferguson F.E.35 semi-industrial diesel-engined tractor.

Stoke-on-Trent Council are recommended to accept the tender of Bray Construction Equipment, Ltd., of Sutton-in-Ashfield, for the supply of a power shovel for the sum of £1,896. The council are also recommended to accept the tender of North Stafford Motors (Tunstall), Ltd., for the supply of a Bedford 6-ton forward-control chassis, required for the fire brigade, at a cost of £860; and the tender of Bowmaker (Plant), Ltd., of Can-nock, for the supply of a Caterpillar Tractor, for the sum of £5,433, less an allowance of £400 for an old bulldozer.

Fares Increases in Wales

THE South Wales Traffic Commissioners, at Newport (Mon.) last week granted an application to increase fares by the Cardiff Corporation transport undertaking.

Mr. D. A. Roberts Thomas, for the Corporation, said that recent wage awards were largely responsible for an increased expenditure by the undertaking of £103,000. The scheme the Commissioners were being asked to sanction, he said, had been devised to reduce hardship on passengers to a minimum.

Certain fare stages which had been the subject of an increase in the last application were not included in the present one. There were no objectors.

The Commissioners granted several other applications, including one by the West Monmouthshire Omnibus Board, of Blackwood.

Mr. Glyn Coleman, financial officer to the Board, said they were asking the Commissioners for permission to increase certain fares to meet the cost of a recent wage award and to help to pay for losses incurred on higher costs of maintaining their buses.

The board sought to discontinue the issue of return fares based on 4d., 4½d., 5d. and 5½d. single, to revise single and return fares and to revise weekly and season ticket rates.

The Commission granted the application, with the exception of the revision of rates for cheaper return fares.

A similar application by C. G. Hill and Sons, Ltd., a bus company operating in the Tredegar area, was also granted, as was an application by Caerphilly Council.

New Companies

Transport and Supplies (Arnold), Ltd. Cap. £1,000. Dirs.: M. Woodhouse, Hazeldene, Swanwick Road, Leabrook, Derby; C. G. King, 36 Mill Lane, Codnor, Derby. Sec.: C. G. King. Reg. office: Harshay Trading Estate, Heage Road, Ripley, Derby.

Central Tours, Ltd. Cap. £3,000. Dirs.: J. F. Breheny, 10 Francis Terrace, London, N.19; R. S. F. Read, 60 Wray Crescent, London, N.4. Sec.: D. E. G. Wing. Reg. office: 71 Lennox Road, London, N.4.

Chesham and District Delivery Service, Ltd. Cap. £500. Dirs.: R. C. Spicer and B. D. Spicer, 32 Old Dene, Bovingdon, Herts. Sec.: B. D. Spicer. Reg. office: 4a Church Street, Chesham, Bucks.

Alston Transport, Ltd. Cap. £100. Subs.: S. Hart and A. Hart, Imperial House, Kingsway, London, W.C.2. Sec.: S. Hart. Reg. office: Imperial House, Kingsway, London, W.C.2.

W. and D. Haufage, Ltd. Cap. £5,000. Dirs.: A. E. Wichall, 10 St. Hermans Road, Hayling Island, Hants; W. J. Downton, 47 Heron Road, London, N.W.10. Sec.: A. E. Wichall. Reg. office: 24 Neasden Lane, London, N.W.10.

Warehouse and Distribution, Ltd. Cap. £1,000. Dirs.: A. R. R. Tenty and M. A. Tenty, 46 Sanderstead Hill, Sanderstead, Surrey. Sec.: A. Kane. Reg. office: 12 Whitehall, London, S.W.1.

E.A.B.V., Ltd. Cap. £100. Subs.: P. H. Bell and M. J. Webb, 2 South Square, London, W.C.1. Dirs.: P. H. Bell and S. A. T. Yardley.

Walkers Motors (Yorks), Ltd. Cap. £14,000. Dirs.: A. H. Walker and A. Walker, Carrville Stadelthorpe, Brough, E. Yorks. Sec.: A. Walker. Reg. office: Carrville, Stadelthorpe, Brough, E. Yorks.

Delph Transport, Ltd. Cap. £3,000. Dirs.: J. H. Bow, 164 Peterborough Road, Whiteley, nr. Peterborough; R. L. Lawrence, 44 London Street, Whiteley.

F. J. Oakden and Sons, Ltd. Cap. £1,000. Dirs.: F. J. Oakden, N. R. S. Oakden and D. E. W. Oakden, 92 Anwell Street, Huddesdon.

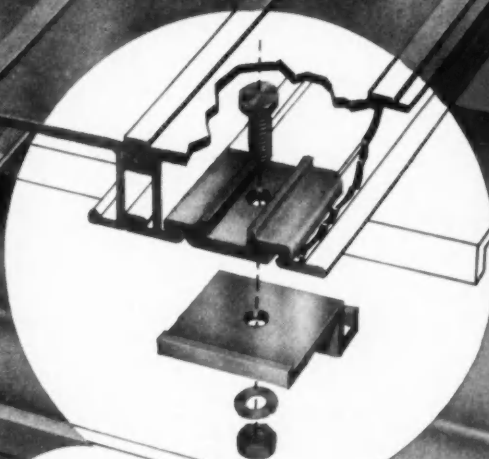
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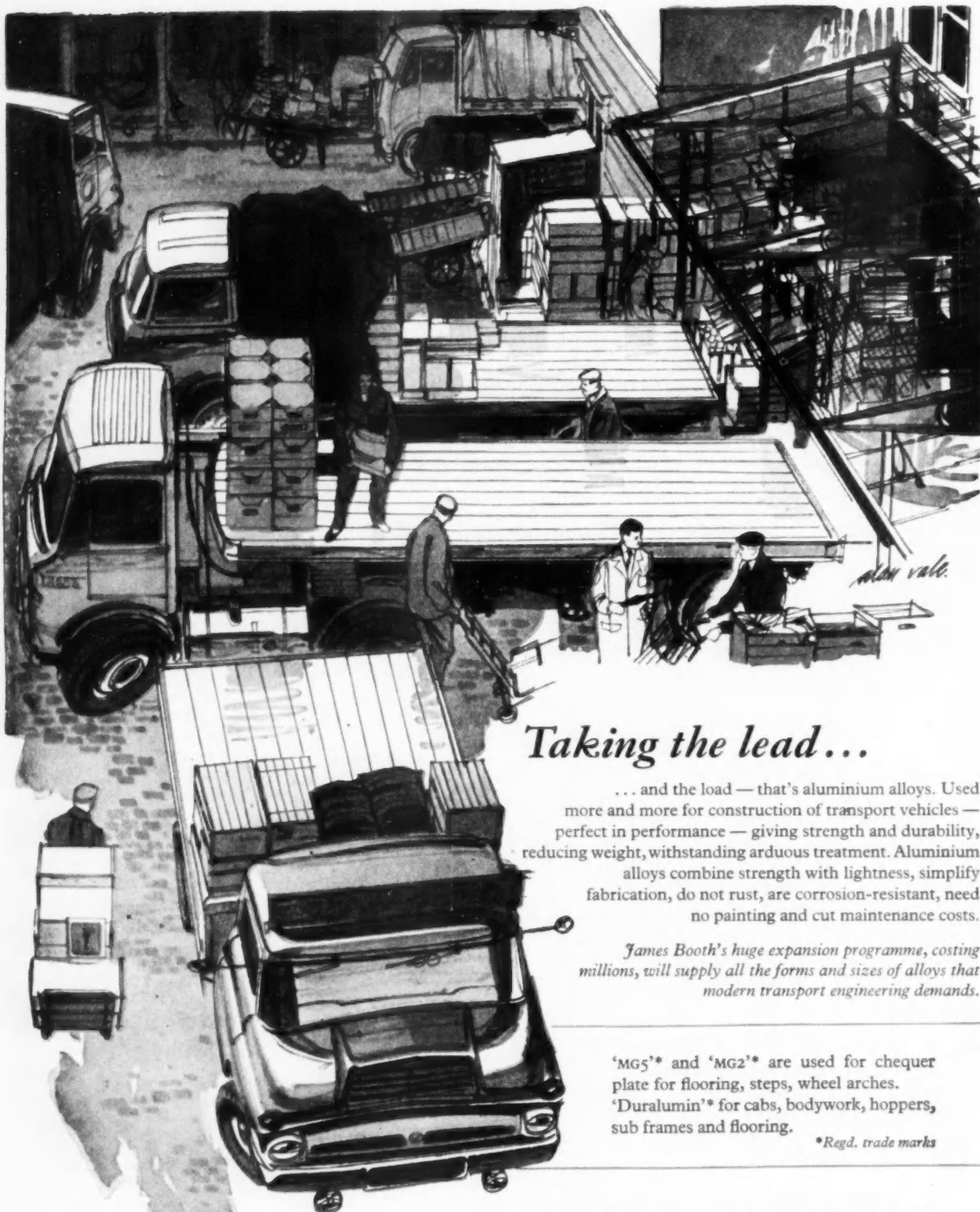
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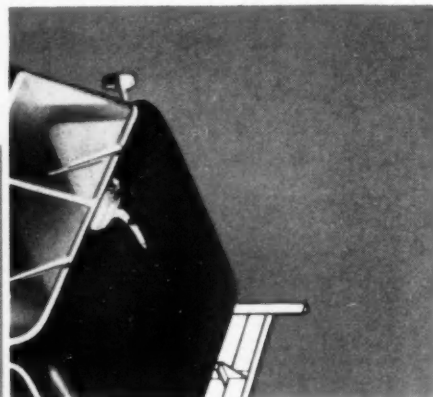
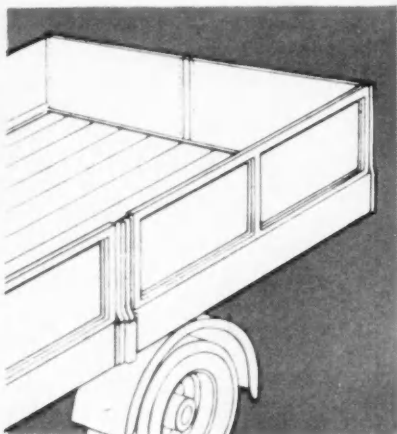
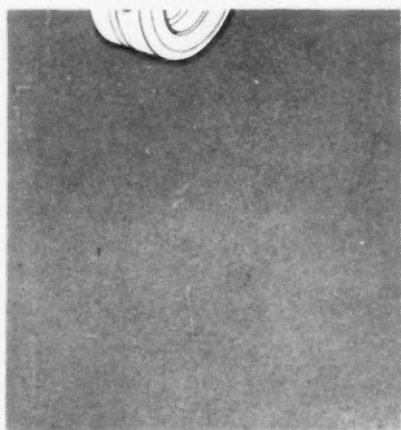
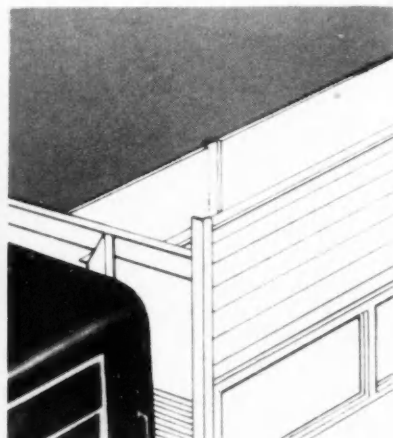
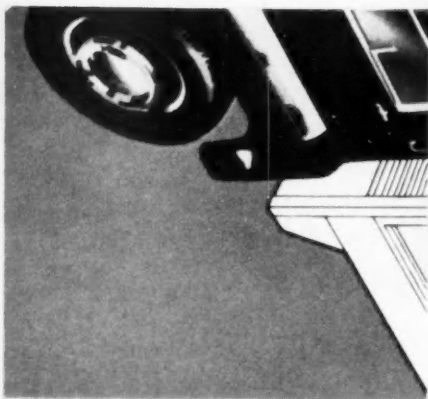
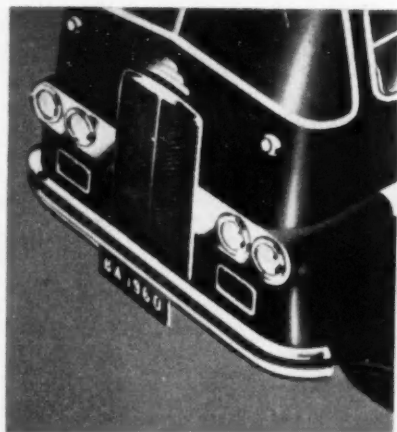
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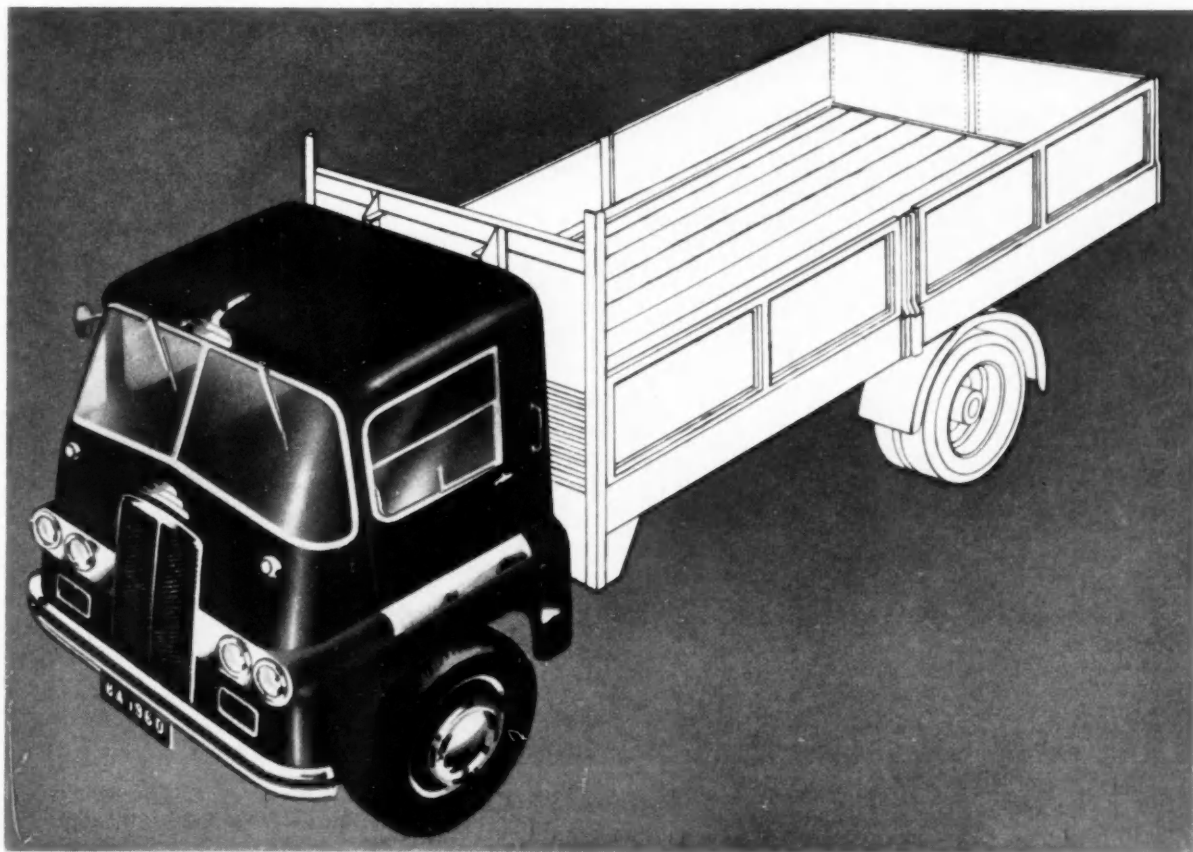
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Call for Larger Tankers from Shell Director

A CALL for the use of larger transport units to move oil products was made by Mr. C. T. Brunner, a director of Shell-Mex and B.P., Ltd., in a paper he gave last Friday to the British Association for the Advancement of Science at its annual meeting at Norwich, which ended on Wednesday.

The demand for oil products in this country has risen rapidly, said Mr. Brunner. This year the consumption would be some 43 million tons. In 1970 the estimate was that it would be about 58 million tons. In the main, storages might be served from the refineries or distribution centres at the coast but, to maintain flexibility in the system, it was important to provide road and rail feeding as alternatives.

The type of transport that could be used to supply them was perhaps the single biggest determinant of the number of inland storage centres required. Shell-Mex always planned so as to emphasize the importance of direct delivery to customers.

Bigger Loads

If the full benefits of large-scale operations were realized, the essential concomitant of reducing the number of distribution centres was to increase the size of loads carried at each stage. This policy called for the use of larger transport units and the willingness of customers to install larger tanks and take bigger drops.

During the past decade, went on Mr. Brunner, two important changes in the law had allowed large tanks to be used and a third change enabled them to be used more intensively.

Deliveries of full tank loads in the largest possible tank was the economic ideal. The radius of economical tank delivery by road varied considerably. Using a large tank, where roads were not too congested, it might be around 60 miles, but in the London area it paid to operate seven large distribution centres within 40 miles of the two refineries on the estuary, feeding them via the River Thames by barge. The cheapness of barge feeding, together with the problems of traffic congestion and Thames Valley fog, justified this additional stage in the distribution process.

Large-scale Use

The economies of large-scale use were fairly closely limited for road distribution. For instance, the limit was reached with the use of 4,000-gal. vehicles, so that the relatively low storage throughput would justify using the largest vehicles. To increase the throughput beyond this would not further reduce laying-down costs per ton, because the largest legally permissible vehicles were already being used. To avoid the higher costs of running further afield, it was usually cheaper to build another storage depot fairly close to the first.

The unit cost of delivery, said Mr. Brunner, was fully one-third more in a 2,000-gal. road tanker than in one of 4,000-gal. capacity and normally two-



Loading the Dodge pantechicon with materials for a London exhibition.

and-a-half times as much in a 1,000-gal. vehicle. Delivery of a full load in one drop should be the operational objective because, apart from a slightly higher fuel consumption, it costs very nearly as much to run a full vehicle as one half-empty, and considerably less to dispose of the load in one drop than in half a dozen.

The use of small road tankers was advantageous where average drops were below 500 gal. and customers were widely scattered. Under these conditions large tankers cannot be used intensively enough because too much time would be spent running with part loads. Very small trade, as far as Shell-Mex are concerned, had now to be contracted out. The main reason for maintaining a number of smaller tankers in the company's fleet was that some premises could not accommodate and sometimes could not be reached by operating a big tanker.

Main Legal Changes

The main changes in law which he referred to were the increase in the maximum capacity of a tank from 3,600 to 4,000 gal. in 1953; the raising of the maximum permissible laden weight to 24 from 22 tons in 1955, and the 30 m.p.h. speed limit, which became effective in 1957, for faster routeing.

Referring to the company's new Exeter storage depot as an example, Mr. Brunner said that great attention had been paid to ensure that vehicles could move through the yard easily, whilst improved equipment had much reduced the time in loading. Some considerable success had been achieved with double-shift working of tankers and over half of the large capacity vehicles were currently working two shifts.

Plastics Panels for Pantechicon

COLOUR-IMPREGNATED glass-fibre panels, on a hardwood frame with mild-steel pillars, are used throughout a 1,200-cu.-ft. Luton van built on a 13-ft. 7-in. wheelbase Dodge 5-ton chassis by Wokingham Pantechicon Co., Ltd. The

vehicle has a 250.6 cu. in. petrol engine. It is one of two such vans operated by F. W. Clifford, Ltd., Westminster, London, S.W.1, exhibition and building contractors.

The vehicles each cover an average of 800 miles a month carrying exhibition equipment, mainly in London. They have an unladen weight of 3 ton 10 cwt. 1 qr.

Translucent glass-fibre sheets have been welded into a one-piece roof for the vehicle. The body panels are joined together with a catalytic resin glue, and are glued and screwed to the frames. A timber floor is fitted.

B.T.C. Buses Earn More

RECEIPTS on the British Transport Commission's road passenger services have gone up. In the four-week period to August 13, London Transport's bus receipts were £4,590,000, compared with £4,379,000 in the same period last year.

On the Tilling and Scottish buses, receipts rose to £6,335,000 this year from £6,105,000 last year.

U.D.C. Seeks Own Buses

HEXHAM (Northumberland) U.D.C. has been told that it had no powers to give financial assistance towards the running of a town bus service. The Mid-Tyne Transport Co., Ltd., in a letter, suggested that a town bus service could be run as a joint enterprise.

The firm offered to provide an efficient service, but the council would have to reimburse any loss. Any profits from the service would be used for the benefit of old people.

No Duty In Law To Give Accurate Information About H.P. Transactions?

FROM A SPECIAL CORRESPONDENT

IT is a well-recognized principle of the law relating to contracts that an innocent misrepresentation of facts, inducing a party to enter into a contract, does not entitle him to damages. His remedy, subject to certain qualifications, is to avoid the contract.

There are instances, however, in which a person's innocent misrepresentations to another may induce a third party to act to his own disadvantage and loss. In such cases any right of the third party to recover damages from the person making the misrepresentation will depend on whether the latter owed some duty to the third party to take care in verifying the accuracy of the statements before he made them.

A situation such as this may arise where a finance house informs an association, such as Information Services, that a vehicle it owns has been disposed of under a hire-purchase agreement.

For Protection

Associations of this sort are brought into being by finance houses and other dealers in motor vehicles, with a view to their own protection. Details of the vehicle, with its registration, chassis and engine numbers, are supplied to the Association by a finance house, where it disposes of the particular vehicle under H.P. terms.

This information enables the necessary check to be kept, so that if the vehicle is misappropriated, any other member of the Association who might be approached by someone wanting to buy the vehicle can immediately ascertain from the Association whether the proposed transaction may be safely entered into.

Accuracy Imperative

In order that a scheme of this sort should work efficiently, it is imperative that the details given with regard to the vehicle by a member to the Association should be absolutely accurate. Otherwise, if some wrongful dealing with the particular vehicle should subsequently take place, another member of the Association proposing to purchase, and making due inquiries about it from the Association, will be given incorrect information and will be led to believe that the vehicle has a clean bill of health, and that it will be quite safe to go ahead with the proposed purchase.

Indeed, a case of this sort recently came before the courts. Finance House X had given the wrong details of the registration number of the vehicle which it had disposed of under a H.P. agreement. The vehicle later passed through several hands, and there had been some wrongful dealing with it after it had come into the hirer's hands. The result was that every successive purchaser of the vehicle had no title to it whatsoever as against the true owner, Finance House X.

Eventually Finance House Y, was offered the vehicle, and on making due

inquiries from the Association, who had been given the wrong details about the vehicle, naturally received the reply that no H.P. agreement had been registered against the vehicle. On the strength of this representation which, as it later turned out was incorrect, Finance House Y purchased the vehicle from the dealer and let it out on H.P. to the customer.

Responsibility

Finance House X later discovering that Finance House Y had disposed of the vehicle on H.P. to the customer, sued the latter for wrongful conversion of the vehicle and recovered damages, equal in amount to the value of the vehicle at the time when Finance House Y purchased it.

In these proceedings, Y sought to hold X responsible to it for giving the wrong information to the Association, which was the cause of all the trouble. The question raised was whether each member of the Association (Information Services) owed a duty to each other member to give accurate information to the Association with regard to the vehicles which it let out under hire-purchase agreements. If there was such a duty in law, then X would have been

liable in damages to Y, if it could be further established that X had been negligent and in breach of that duty.

The court, however, held that the Association appeared, on such evidence as had been produced before it, to be of a loosely knit character. It was not one to which every finance house and every dealer had to belong, or in fact did belong. There were some who were not members. Nor did it appear, on such evidence as was before the Court, that the Association had any rules.

No Legal Duty

In the circumstances, the Court held as a matter of law that there was no legal duty on a member to ensure that the information given to the Association was accurate.

Further, so far as finance houses were concerned, such houses when providing finance for customers buying vehicles from dealers never inspected the vehicles as a rule, and relied on the information given by the dealer as to the registration number and other details of the vehicle.

In this particular case Finance House X had been given the wrong details by mistake by the dealer and had innocently passed on that information to the Association. Even if there had been any such duty to give accurate information, Finance House X were not to be regarded on the facts as having been negligent and in breach of that duty.

Registrations Still at High Level

AS with previous months, registrations of new commercial vehicles in June continued to run at a high level, the final figure for the month being 27,110, slightly more than the average for the

previous two months. This brought the total for the first half of the year to 165,560—7,697 more than for the first six months of 1960.

Details are given in the table.

NEW REGISTRATIONS—JUNE, 1961

Type	Petrol	Oil	Electric	June	Jan.-June
Hackneys	53	488	2	543	4,078
Goods:					
Agricultural	352	125	2	479	2,824
Showmen's	1	—	—	1	4
Local Authorities (watering and cleansing)	—	22	1	23	101
Tower wagons	3	4	3	10	60
Other goods	14,471	6,071	135	20,677	119,431
Total Goods	14,827	6,222	141	21,190	122,420
Exempt Vehicles	972	461	36	1,469	10,937
Tractors	6	84	—	90	361
Agricultural Engines (62 class)	139	3,818	16	3,818	27,764
Grand Totals	15,997	11,073	195	27,110	165,560

HAULIERS FORCE OUT SHIPS

COMPETITION from road haulage and the railways is blamed for the decline in the coaster trade by Mr. Cecil N. Taylor, managing director of the Dundee coal firm of Robert Taylor and Sons, Ltd. The firm have just sold their last coaster.

HUNGARIAN EXPORTS

OVER last year Hungary produced some 2,918 road goods vehicles, or 14 per cent. less than the 1959 total. Output of motor buses rose, however, by 23 per cent. over the year to 1,892 units. Exports of goods vehicles went up by 15 per cent.

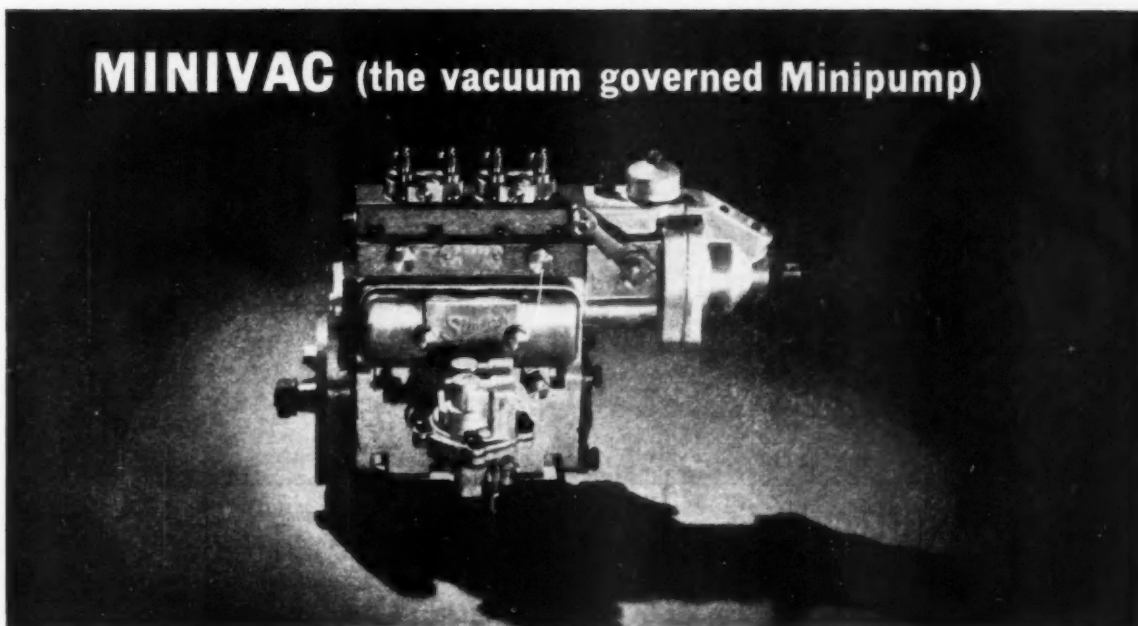
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Harry Dimmock buys a Queen

(Dimmock & Seal, Hauliers)



Cheviot Queen is climbing Shap on the A6 to Carlisle; *Lakeland Queen* is pounding up the motorway with a load of machine tools; and now *Border Queen*—youngest of them all—is off to Warrington with 183 miles to do and a shocking wet night to do them in. Like her sisters (fifty-four of them now) *Border Queen* was bought with UDT's help. Perhaps that surprises you? HP's fine for penniless newly-weds, you might think, but surely a prosperous firm like D & S could afford to pay cash? Of course they could—but they prefer not to. *Border Queen*, thundering up the Great North to Gateshead, down A30 to Exeter, along M1 to Coventry, earns her keep and more. So her purchase becomes a simple entry in the company accounts: with payments,

plus road tax, insurance, major overhauls and even a set of new tyres (all financed by UDT), set against the extra profits she brings in. All tidily arranged with no messing about with capital.

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Letters to the Editor

S.M.T. Driver Designs Own Body

FOLLOWING the article in *The Commercial Motor* of August 4, entitled "You Name It—They'll Build It," I, as a driver for the Western S.M.T. Co., Ltd., think that I can offer a solution to the problems mentioned in the article. (These are illustrated in the accompanying artist's drawing.—Ed.)

1. A jack-knife door should be fitted on the nearside centre of the bus, so that passengers could either turn left or right having entered the lower deck. This should make movement of passengers easier and help to clear the platform quickly. The driver would also enter through this door.

2. The base of the bus should be raised at least 3-in. at the front to allow easier turning circles when loaded.

3. Three- or four-passenger longitudinal seats should be employed at the front and rear over the wheel arches.

4. The nearside panel of the bus should be angled in approximately 6-in. to allow a better view of passengers through the hanging mirror.

5. Three emergency doors should be fitted, one at the top, one at the bottom of the rear end of the bus, and one on the offside of the driver at the front.

Drumley, Annbank Station, GEORGE EASTWOOD.
Ayrshire.

Separate Brakes On Scammells

I WAS interested to read Mr. Brockington's article concerning the Tarmac fleet in *The Commercial Motor* of July 28, but there is one point in the paragraph dealing with stabilizers which might be a little misleading.

Scammell Lorries, as of course you know, have been producing articulated vehicles since 1920, and are still the only manufacturers producing complete articulated vehicles. They have applied the principle of separate control for the semi-trailer brakes since the initial production. This originally was a separate manually operated hand brake, and from the early days drivers varied their braking between the tractor and semi-trailer to suit road conditions.

With the introduction of power brakes, the separate manually controlled semi-trailer brake was still retained and 15 years ago a hand valve for separate operation of the semi-trailer brakes was provided on our heavy vehicles with two-line braking.

A similar control was made standard on the Scammell automatic coupling when the Mark II power-operated coupling went into production in 1958, models previous to this date being fitted with the mechanical-type separate semi-trailer brake control.

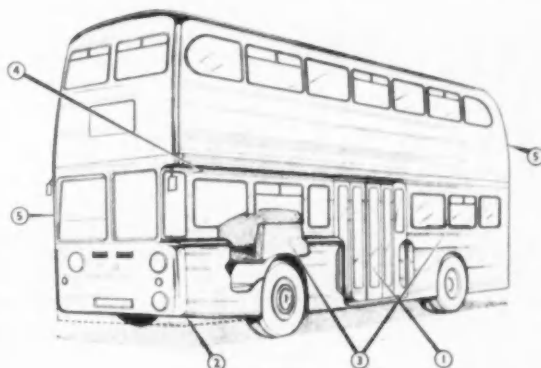
Watford, Herts.

B. L. BRAITHWAITE,
Sales Director,
Scammell Lorries, Ltd.

Road v. Rail In The Docks

IN your issue of August 18, Mr. A. I. Watkinson has used the figures quoted by Lord Simon in his speech in the House of Lords on December 7 last, in an abortive attempt to prove the very opposite of what Lord Simon intended.

May I remind him that Lord Simon went on to say:



Mr. Eastwood's main ideas.

"I should explain that these percentages relate to the total amount of traffic handled by land—that is, between road and rail. They exclude traffic handled by barges, which in London is substantial. I am told that, recently, there has actually been an improvement in the percentage of traffic arriving by rail at ports other than London, but for some reason, London is not following the common trend.

"But this tendency to send exports by road is resulting in the railways serving the ports, being under-employed, while the roads, as we all know, are heavily congested, very nearly all the roads passing through built-up areas already carrying a great deal of local traffic. They are heavily congested by lorry traffic seeking its way to the docks.

"It seems to me that, in any arrangements that are made, the railways will try to get as much of this traffic back as they can. They are trying to get it back, and they should be given every encouragement, and perhaps be permitted to give some incentive to get back this type of traffic. If they can do that, not only will they make better use of the railways, but they will also be reducing the congestion on the roads.

"Equally, they will save the port authorities from the necessity to undertake what is really unproductive capital expenditure in altering their terminals, in order to receive more and more traffic by road and less and less by rail."

Nor, may I add, can we afford either to jettison our vast capital investment in the railways or to pay for the extra loads that would be needed if we did.

London, W.1.

STONHAM.

Chairman, Road and Rail Association.

Make Way For Indivisible Loads

READERS of a recent edition of a Sunday newspaper may have noted an exceedingly good idea put forward for the solution of the problem of holiday traffic to the West Country and main holiday centres. It is suggested that cars be taken by coast-wise steamers to the main holiday ports.

This seems to be an ideal use of coast-wise shipping and far more practical than that normally proposed by advocates of indivisible loads being transferred by sea.

The point which seems to escape the advocate of coast-wise shipping is that indivisible loads will have to be delivered by road to their final destination, and that many of the destinations are as far from a convenient sea port as from the original point of collection.

South Benfleet, Essex.

E. J. BARBER.

D5

ROAD TRANSPORT

... Britain's Largest User of Aluminium

By Dr. E. G. West

(Technical director, The Aluminium Development Association)

*The Advantages of Light Metals Have Been Widely Recognized
and Utilized by Both Vehicle Manufacturers and Users*

IN this country the road transport industry is the largest single user of aluminium semi-fabricated products, accounting for about 20 per cent. of annual British consumption. For West European countries the average road transport usage is about 17 per cent., and in the U.S.A. about 15 per cent. of aluminium production is taken by its road transport industry, which is second only to the

American building industry as a major consumer of aluminium alloys.

The advantages of aluminium for vehicle construction are by now well known. Its high strength-to-weight ratio and inherent resistance to corrosion are very desirable attributes in a structural material, particularly for moving structures subject to continuous acceleration and deceleration. The metal is amenable to most modern production processes and its versatility is enhanced by the high speeds at which it can be machined and welded.

Its low elastic modulus, or greater flexibility, gives high energy absorption characteristics and therefore superior resistance to damage under impact loading.

It is non-toxic, non-hygroscopic and easily cleaned: for these reasons aluminium is widely used when hygiene is of a paramount importance, as in the transport of food and chemicals. Aluminium and its alloys, in both cast and wrought forms, encompass a wide range of requirements and are covered by a series of comprehensive British Standards.

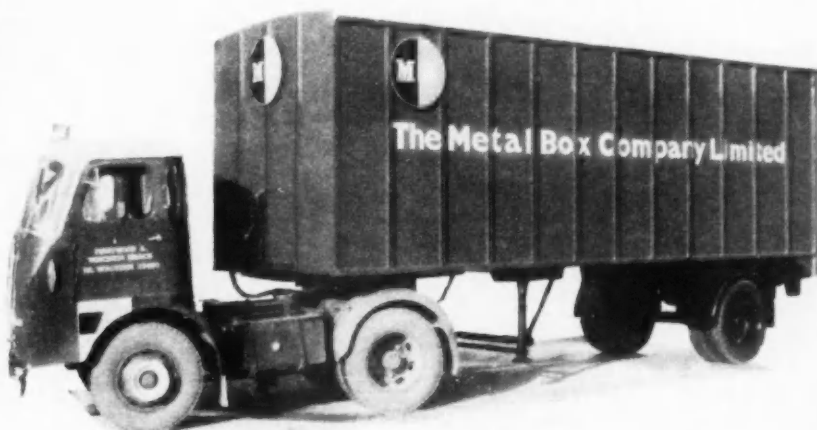
In addition to the forming, joining and finishing methods commonly used for other metals the well-known extrusion process permits complex structural sections that



You doubt if it's strong enough? Here an excavator drops lumps of rock weighing up to 5 cwt. into a Duramin scow-end tipping body from a height of up to 6 ft. Mounted on a Leyland Super Comet chassis, the 6-cu.-yd. capacity body has a floor of 1/4-in.-thick Duralumin plate with V-shaped ribbed sections laid longitudinally at 2 in. intervals. Sides are of 3/16-in. plate. The vehicle has been making 30 runs a day for three months.



(Above, left) This Bonallack aluminium alloy container has a capacity of 1,174 cu. ft. and is designed to carry up to 15 tons of flour in a single bulk load. The container is secured to the tipping sub-frame by four metal straps. (Above) Made up entirely of extrusions and plate of H30 W Palloy, this tipper body by Anthony Hoists, Ltd., is of welded construction. Metal softening in the heat-affected zones is minimized by using stitch welding wherever possible, instead of continuous fillet welding. (Right) For the Metal Box Co., the bodywork of this integrally constructed semi-trailer is solid-riveted throughout with a flush interior finish. The entire body structure is of high-strength aluminium alloys. (Below) This 16-ft. Litex insulated container by Smith's Delivery Vehicles, Ltd., has a special "marbled" finish machined direct into the aluminium body panels.



are economic of metal and which can incorporate useful design features for simplifying production and assembly. By means of the unique anodising process the oxide film always present on aluminium can be artificially thickened to provide an effective and tenacious protection to the base metal when corrosion or abrasion conditions are unusually severe.

Anodising is extensively used for bright decorative trim and, when applied to brightened high purity metal, provides an attractive and durable finish.

Tungsten arc (TIG) and metal arc (MIG) argon welding methods have now advanced to the stage of full commercial development, and efficient welds free from porosity can be rapidly executed by these processes. Resistance welding techniques such as spot welding and, to a lesser extent, seam welding, are both applicable to road transport, where thin sheet assemblies are required.

The problem of repairs to welded structures has, in the past, been considered a serious disadvantage to aluminium, but the situation has improved rapidly in recent years with the wider availability of argon welding facilities. In modern repair shops and up-to-date garages aluminium is readily

repaired and handled to a considerable extent.

Today there are no technical grounds why aluminium should not be used for all the structural parts of vehicles. Using medium- and high-strength alloys, aluminium vehicles have been built by modern mass production methods to meet the most stringent operating conditions. The U.S. Army have recently developed vehicles for land transport that have high payload/tare weight ratios, yet are capable of traversing the most rough terrain at high speeds. The smaller types can be dropped from aircraft by parachute and are designed to withstand dynamic loadings of the order of 5g.

In a highly competitive industry, additional capital outlay for equipment can be justified only when it can be met by greater overall efficiency. Thus, with commercial vehicles, the use of aluminium is considered in relation to the reduced operating costs attributable to lighter vehicle weight and lower maintenance requirements. More and more operators are finding that aluminium is an attractive investment on these grounds.

In 1854, aluminium cost £56 per lb. at which price it was regarded as a precious metal and used accordingly. The current price of aluminium ingot is £186 per ton, which makes it attractive for almost all engineering and domestic purposes, particularly where weight saving is important. However, aluminium is still roughly six times as costly as steel, comparing weight for weight, but a more realistic comparison is obtained on a volume or part basis. Thus the amount of aluminium necessary to replace steel in a structure of given strength gives a material cost about two or three times that of steel.

In comparing the cost of the finished assembly, however, labour must be taken into account. If, by nature of the structure, labour costs are high in relation to material costs, the price differential is, of course, smaller. The cost of a light alloy body for most normal purposes can thus be expected to vary between 25 per cent. and 75 per cent. more than the equivalent body using heavier, traditional materials. This is valid only when comparing bodies constructed of different materials but with essentially the same performance and life expectancy.

It is occasionally pointed out that light metal bodies can be twice as costly as composite ones, but in such cases it can usually be shown that the aluminium body has a much larger safety factor and an appreciably longer life.

The light weight, corrosion resistance and the ability of aluminium alloys to withstand damage by impact make them eminently suitable for tipper bodies. Moreover, these vehicles, in common with tankers and bulk load vehicles,

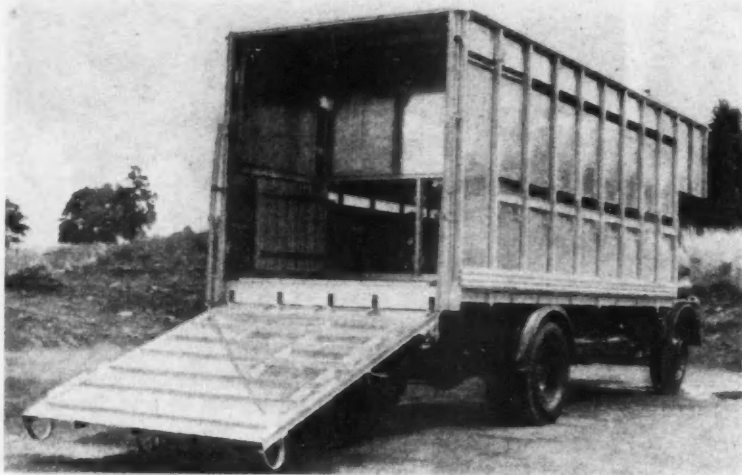
A number of tanks which gave trouble had faults which can almost invariably be traced to bad design, resulting in unduly high stress concentrations and inadequate allowance for the low fatigue strength of the commercial purity aluminium sheet used at that time.

The aluminium/magnesium alloys now available, with tensile strengths up to 20 tons/in², and the highly developed state of argon welding, permit tanks to be built of half the weight of an equivalent steel vessel with very adequate safety factors. Looking at it another way, it is possible to increase the carrying capacity for a liquid of given specific gravity by about 10 per cent. for the same gross vehicle laden weight. Aluminium tanks carry a wide range of liquids without risk of corrosive attack.

An interesting tanker application is the transportation of liquid oxygen at sub-zero temperatures. Aluminium remains ductile at temperatures well below those encountered in carrying most liquid gases, and is thus not prone to brittle fracture; it has, therefore, become the most widely used material for low temperature applications.

Rising labour costs have been responsible for the development of the bulk load vehicle, which is becoming extensively used for commodities that can be discharged by tipping or which can be pumped like fluids when aerated. It is interesting to note that at the last Commercial Motor Show at Earls Court, 10 of the 11 bulk load containers exhibited were constructed of aluminium, permitting substantially higher payloads.

Pressure discharge containers, which are the subject of close quality control by insurance companies, are of aluminium/magnesium alloys welded by the TIG or MIG processes. Non-pressurized containers, from which the load is discharged by gravity, allow a little more latitude in design, and loads of lower specific gravity can thus be accommodated in rectangular high-sided vehicles, utilizing flat plate suitably stiffened. These are more usually



(Left) Carmichaels, Ltd., of Worcester, make extensive use of aluminium in this cattle-truck body. In addition to the body structure, the intermediate deckings, gates and tail-board are of light alloy plate and extrusions. The floors are heavily ribbed to prevent cattle slipping. (Below) Finishing touches are put to a London Transport Routemaster with unpainted aluminium body panels, now in service.

are loaded to capacity on most journeys and the additional payload carried soon compensates for the higher cost of the aluminium vehicle. Floor plates in aluminium tipper bodies have frequently been known to last three to five times as long as steel; there are cases on record of aluminium tipper bodies lasting through 15 years or more of arduous duty, with only one floor replate.

Aluminium tipper bodies have traditionally been riveted or bolted structures, but vehicles are now being produced with welded bodies which have stood up well to rigorous treatment.

Road tanker operators have recently shown a renewed interest in aluminium tanks as a means of increasing payload within the statutory gross weight limits. Aluminium was used quite extensively in the early 1930s for road tankers, and many of them gave satisfactory results—one frameless articulated tanker built by Thompson Bros., Ltd., was recently scrapped after completing 30 years of trouble-free service.

D8



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D9



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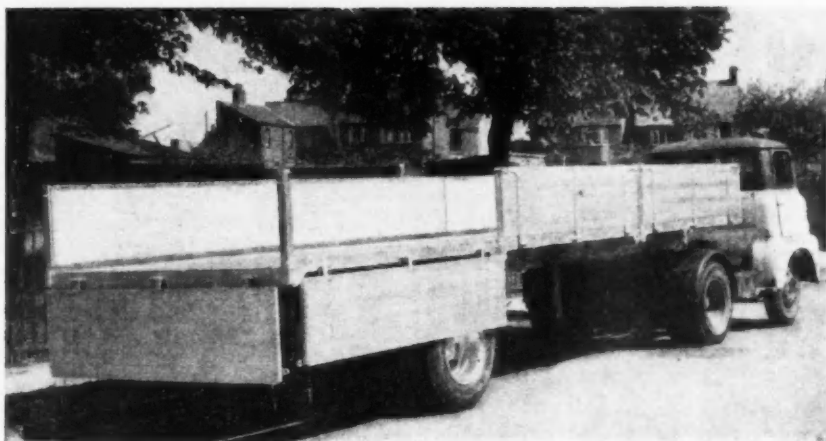
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p10

**Firestone TYRES
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(Left) One of four 11-ton single axle light alloy Taskmasters built by York Trailer Co. Ltd., for the Imperial Aluminium Co., Ltd. The trailers are 26 ft. long x 7 ft. wide. (Below) A six-compartment aluminium alloy road tanker constructed by Alfred Miles, Ltd. The tank shell is of N6 sheet and other aluminium fittings are catwalks, hose trays, pipes, tank mountings, ladders, and a pump mounting cradle. Aluminium castings are used for manhole covers, cargo valves, foot pedals and draw-off faucets.

of riveted construction, using medium- and high-strength heat-treated alloys.

A comparative innovation in this country, although widely accepted in the U.S., is the chassisless aluminium boxvan semi-trailer. The deep box section created by the stiffened side and roof panels and the strong floor has immense structural strength and eliminates the need for a steel under-frame. A modular form of construction allows for variations of overall length, whilst the basic structural elements can be produced in large numbers. No long-term service experience of such vehicles is yet available in this country, but several manufacturers have conducted accelerated fatigue tests on the MIRA pavé track and there is every indication that the light metal structure, properly designed, is adequate for the purpose. The first of these vehicles were introduced in 1959.

The aluminium integral or monocoque body structure can also be readily applied to public service vehicles—the London Transport Routemaster is a notable example of such techniques which incorporate many devices designed for rapid and easy maintenance. Single-deck vehicles also lend themselves to monocoque designs and many have given long and trouble-free service.

Aluminium applications in goods vehicle chassis consist mainly of sand castings such as transmission and clutch housings, foot pedals and brake-system units. Typical engine parts include oil sumps, timing cases, induction manifolds, valves, covers, water connections, injection pump housings, and, of course, pistons.

The proportion of aluminium used tends to be higher than that commonly found in the private motorcar, but there is nevertheless a strong case for increasing the light metal content even further. Many vehicle owners would welcome any renewed efforts towards chassis weight reduction. To be competitive, however, the chassis builder must ensure that this is not achieved at the expense of higher production costs.

The pressure diecasting process is being increasingly adopted for larger and larger components for the vehicle industry, and new plants and techniques are under continuous development. In addition to the improved properties obtainable by pressure diecasting, the dimensional accuracy is such that little machining is necessary, leading to considerable production economies. Moreover, the pro-



duction rate is high and, provided the run is sufficiently large, pressure diecastings are appreciably less expensive than sand or gravity diecastings.

It is now within the bounds of commercial economics to produce pressure diecast aluminium components cheaper than machined iron castings. A very high throughput of vehicles must be assured to justify die charges, and it is appreciated that the volume of goods vehicle chassis production by individual manufacturers would not always justify the capital outlay, but the trend towards integration of manufacturers into large groups must lead to rationalization, which should encourage the adoption of pressure diecasting for a still wider range of components.

Undoubtedly the adoption of diecast aluminium for components of production line goods vehicles will be considered very carefully by the manufacturers of heavy goods vehicles and the popular lines of van and truck in the half-to-two-ton range, where the use of aluminium has so far made less headway than in the larger vehicles.

There is a tendency in America and on the Continent towards the use of aluminium for wheels and wheel centres, and there is no doubt that these pay dividends in terms of overall vehicle weight and more favourable sprung to unsprung weight ratio in the unladen condition. Although commercial vehicle wheels are highly stressed, the use of high strength castings and forgings coupled with different design techniques can provide operators with adequate safety factors.

Some of the aluminium alloys more commonly used in road transport are given in the table on page 199, together with their mechanical properties.

Lack of Understanding Limits Use of Plastics

P.T.A. Conference Discussion Indicated the Imperfect Understanding in Some Sections of the Transport Industry of the Uses of Reinforced Plastics in Vehicle Construction

by Clifford Welch (Editor, "Plastics")

THE plastics industry, with a growth rate in the past 10 years far greater than most others, has excited controversy in many of its activities. Few industries have been untouched by its depredations, including that of vehicle body construction. Even today, after many years' experience of reinforced plastics in goods and passenger vehicles, widely varying views were expressed as to the true value of these materials.

The majority of criticism is found to be false, upon examination, for the overwhelming weight of evidence from leading constructors and operators is in favour of this technique. What opposition there is, is usually based on an imperfect understanding both of the process and the materials, never more clearly demonstrated than at the conference last May of the Public Transport Association.

Mr. J. McHugh, chief engineer (vehicles) of Leyland Motors, Ltd., presented a forward thinking paper on a new concept in bus design, providing for a maximum load of 75 people, and weighing 3½ tons. On the principle that, if the tare weight can be reduced, purchase and operation costs can also be brought down, he proposed a resin-glass body, integrally constructed, of a double-skinned design with reinforcement between the skins. Plastics frames would be used for the seats, and moulded heating ducting would be built into the body. He estimated that a minimum service life of 10 years could be expected of such a vehicle.

The discussion which followed his paper betrayed the limited appreciation by many concerned with this industry of the characteristics of reinforced plastics structures. For many of Mr. McHugh's critics were apprehensive of repairs to a one-piece moulded body, the lack of stiffness that such a body would exhibit, and the possibility of the distortion of some of the glass-fibre panels in hot weather. How remote from reality are considerations of this kind if one considers the experience obtained in aircraft construction, where so much technology has been built about high-performance components of relatively low weights.

D12

Fortunately, numerous people in the goods and passenger fields have approached reinforced plastics with a completely open mind and have, as a result, made substantial savings in costs, in addition to saving unladen weight and introducing more functional designs. One of the country's leading bus builders saves up to 50 per cent. in costs on the construction of various parts, arising from the fact that skilled panel beaters are not called for, as is usually the case with metals. This organization has also found that, by the use of integral moulding, much framework and other necessary reinforcement can be dispensed with, giving a dual saving in both cost and weight. Admittedly,

this organization has carried its development work to a very advanced point, but it is doubtful if they would now revert to the older and more traditional techniques of construction for many of their component parts.

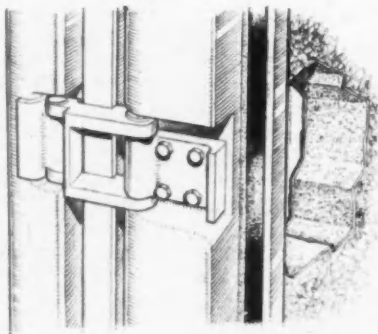
It is interesting to note that the company concerned, Midland Red, have not only led the way in their own field but have also injected a quantity of practical thinking into the plastics industry's approach to vehicle construction.

In the purely commercial field we may cite Mickleover Transport, Ltd., who, by using one-piece mouldings, produce units which have exceptional strength characteristics coupled with durability, considerable weight saving and inherent insulating properties. One of the most interesting examples of their construction was a 3,300-gallon articulated tanker seen at the Commercial Motor Show in 1960.

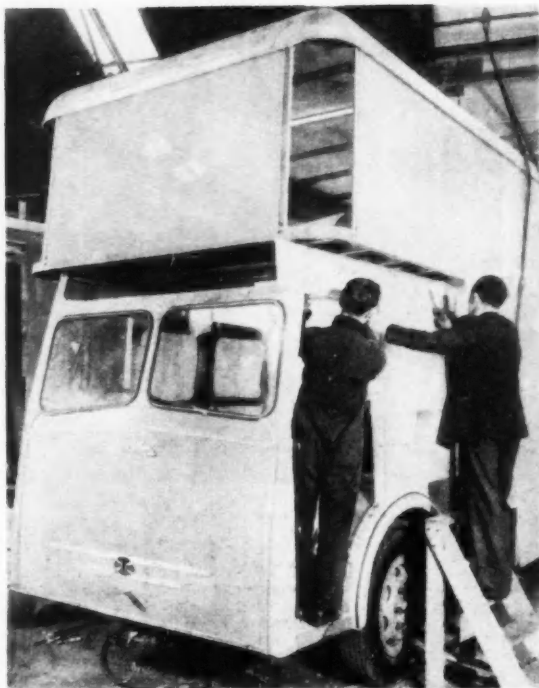
It incorporated a one-piece moulded cab complete with doors, bonnet top and sides and front wings and was colour impregnated to conform with the requirements of United Dairies, for whom it was built. One might also mention the vehicle built by Mann Egerton and Co., Ltd., who some time ago made a new type of insulated delivery van of glass-fibre, as a result of which the payload was increased by 3 cwt. Polystyrene foamed blocks were used to provide the insulation, and the floor, which was constructed from plywood, was overlaid with reinforced plastics.



(Above) Plastics panels of the Leyland heavy duty models are bonded to steel framing and afford a weight saving of nearly 2 cwt.



(Above) A sandwich of foamed plastics material is a constructional feature of the Mickleover one-piece body mouldings.



(Left) The exterior sheeting is fastened to the framing of a Beetle (B.I.P.) polyester resin/reinforced glass-fibre sheeted van body made by Holmes (Preston), Ltd.



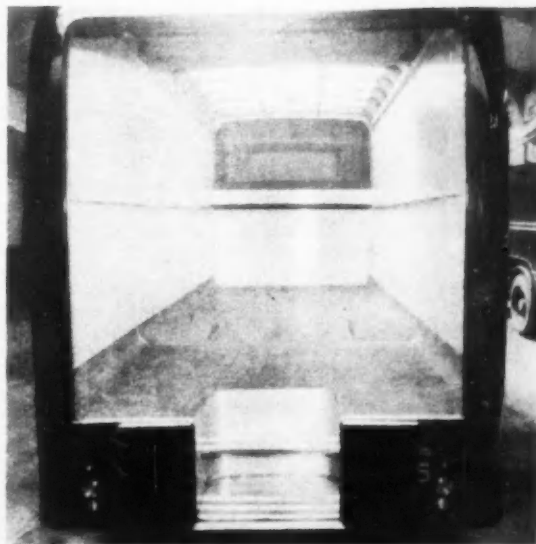
(Above) Darvic p.v.c. sheet of various thicknesses is used by Weymann's, Ltd., in building coach bodies for the North Western Road Car Co., Ltd. The sheet is bonded to 20 gauge aluminium on the main parts of the roof.



One might continue a recitation of novel vehicles which have included ambulances, buses, off-the-road vehicles, delivery vans, road tankers, and pantechnicons, *ad infinitum*; they have been produced in their hundreds and there is no reason to believe that developments along these lines will not continue with increased momentum in the years ahead. When it is remembered that all exterior shaped parts of the new Midland Red D9 bus have been fabricated from reinforced plastics, with over 100 mouldings in the complete vehicle, it is clear that a big potential lies ahead.

The word plastics usually conjures up widely varying concepts in people's minds; some will be familiar with moulded plastics employed in vehicle furniture and trim, others will think of plastics in terms of insulation materials on wire and cable, and others still will think of them in simple domestic terms where they are used in washing-up bowls, sink tidies and refrigerator liners. The fact is that the plastics industry produces upwards of 15 different materials, widely varying in characteristics and applications, and all of them enjoying a somewhat formidable nomenclature such as polythene, polyvinyl chloride, phenol and formaldehyde.

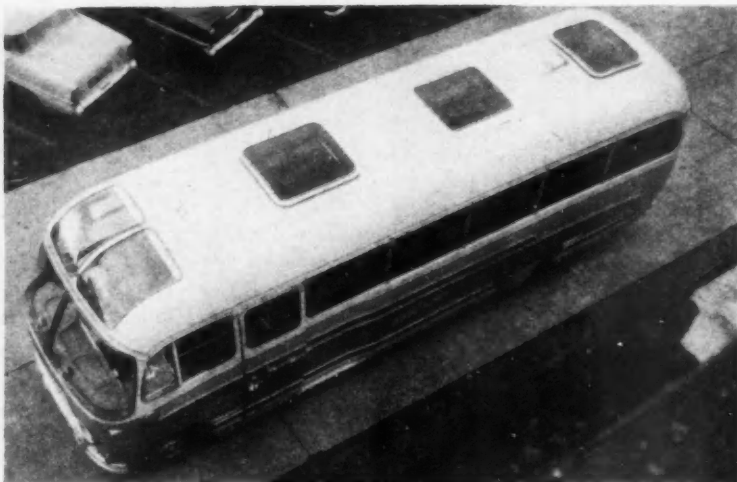
The majority of them are employed today in most forms of transport, on land, sea and air, and they are usually incorporated into a design because they save weight, because they are more efficient than other materials under service conditions, or because they are cheaper or a combination of these factors. In this instance we are concerned only with one specific branch of the plastics industry—what is termed the reinforced plastics range of materials, a class of materials which had its origin in the late war when, in the United States, it became necessary to produce considerable quantities of large structures, such as cases for dropping supplies from aircraft for the armed forces, and where it was found that glass-fibre or fabric, bonded with a polyester resin, would give the desired results.



(Above) Warerite wallboard is used to line the interior of seven new vans built for Burtons the tailors. The walls are 19 ft. long by 7 ft. high. (Left) A milk delivery van in polyester glass-fibre by Wincanton Transport and Engineering Co., Ltd., using B.I.P. Chemicals, Ltd., polyester resin.

The process involved two fairly new concepts; the glass in the form of a thin monofilament which was flexible and had high tensile strength was novel, and the polyester resin system employed was also new by virtue of the ease with which it could be changed from a liquid to a solid without the employment of heat or pressure (previously necessary in hardening this type of resin.)

By the end of the war the tonnage of reinforced plastics structures produced annually in the United States had reached extraordinary proportions, estimated at as high as 100,000 tons. With this impetus, it was not surprising that, with the coming of peace, commercial outlets were sought for a process which was quite distinct



(Above) Main roof lights in the Super Vega coaches built by Duple Motor Bodies, Ltd., for Coliseum Coaches (Southampton) are made from Amber 300 Perspex acrylic sheet. The same material in clear form is also used for the front canopy panels. (Left) All major cab and bonnet components on this 3,300-gallon tanker by Mickleover Transport, Ltd., are in reinforced plastics. (Below) Dansk Automobil Byggeri A/S, Leyland Motors' associate in Holland, is producing half-cabs in glass-fibre for the latest Comet models.

from other forms of plastics application, where high temperatures and pressures are normally required in conjunction with expensive steel moulds, with a consequent limitation on the size of objects produced.

Even today, an injection machine capable of moulding an item in one shot (such as a refrigerator liner weighing 20 lb.) must be regarded as reaching the upper limits of moulding capacity and, although this is a problem which will eventually be solved, it is one, nevertheless, that has seriously influenced manufacture of larger plastics products.

Even before the development of the polyester glass laminates, it had been recognized that some wholly new concept of manufacture would be called for if the plastics industry were ever to meet the requirements of those who required particularly large moulded products.

The special characteristics of polyester resins, and one or two analogous systems, which have made this breakthrough possible are simply explained. The polyester resin, as it is manufactured, is essentially a thermoplastics structure; by the introduction of catalysts, accelerators and monomeric styrene this rubbery structure is converted to a hard and rigid one, the styrene having the effect of crosslinking the polyester resin and thus bringing about this change in its physical state.

The method of employment is to construct a mould, usually from wood, metal or reinforced plastics, and to apply to the mould a layer of polyester resin into which the chemicals mentioned above have been mixed, this layer constituting what is called the gel coat and which will eventually constitute the exterior skin of the moulded item. To the gel coat are then applied layers of glass cloth or fabric, and activated polyester resin is then poured into



the mould and, by means of rollers or brushes, dispersed.

The resultant homogeneous structure will then slowly solidify and cure. Depending upon ambient conditions and catalyst strength, this may be a matter of hours or days.

The foregoing is of necessity a very bald and uncomplicated explanation of a process which, nowadays, is subject to many important refinements. The important point to make here is that no press equipment is required, nor are metal moulds, which are very costly, involved, and hence the upper limits in dimensions are vastly greater than those obtaining in normal plastics moulding.

To sum up, whilst it is possible to mould polyester glass

laminates on conventional plastics presses with metal moulds, a process that is very successfully carried out for such items as washing machine tubs, there is the possibility with these materials, not present in the majority of plastics materials, to produce very much larger structures.

Thus, in the immediate post-war years in Britain when this process came to be evaluated on a commercial scale, there were certain obvious areas of application for which the process would offer very important possibilities.

The appeal was strongest of all to the commercial vehicle industry, taking that area of the industry which specializes in the production of individually-designed units rather than the quantity-produced vehicle. Although many attempts have been made to introduce polyester glass laminates into the mass production area of commercial and private vehicles, complete success has never been achieved simply because the very high production rates called for in this area of manufacture, associated with rapid pressing cycles, have put these plastics laminates at a disadvantage.

The resolution of their application to this fairly specific aspect of commercial vehicles is extremely satisfactory, for it is here that reinforced plastics are able to demonstrate to the full the very advantageous properties they embody.

The first advantage is the matter of cost; the moulds required are relatively inexpensive, which means that an item such as a front section, a roof section or some similar unit can be manufactured at competitive rates.

The second advantage is the freedom conferred on the designer by making it possible for him to design contours which would either be impossible to produce in normal materials or, if possible, extremely expensive.

The third advantage is robustness. For, with the highly developed materials of today, extremely strong products are available which yield excellent results in the rugged uses to which many commercial vehicles are put.

Glass Reinforcement Manufacturers
Some representative companies

Deeglass Fibres, Ltd.
Fibreglass, Ltd.
Fothergill and Harvey, Ltd.

Turner Brothers Asbestos Co., Ltd.
Marglass, Ltd.
Versil, Ltd.

The fourth advantage is weight saving. This saving in weight derives both from the employment of integral structures, where strength and rigidity are designed into the unit rather than relying upon additional stiffening members, together with the fact that plastics materials as a group are far lighter per cubic foot than, for example, steel, in a ratio as high as 7:1.

Finally, there is the question of maintenance and finish; an important advantage is that, by incorporating pigments in the gel coat, subsequent painting may be unnecessary. This in itself confers substantial economic advantages and also reduces the long-term maintenance cost problem.

In the face of these advantages it is hardly surprising that those associated with commercial vehicles were amongst the first to employ polyester glass laminates in the commercial sense, and ever since there has been a close association between the commercial vehicle industry and that part of the plastics industry which comprises resin and reinforcement manufacturers.

As result of this mutual co-operation, the technique has evolved from a simple and relatively crude system to one of some sophistication. This is best demonstrated by the fact that various of the resin manufacturers now offer a very extensive range of resins. An example is Scott Bader and Co., Ltd., who five years ago offered only six types of polyester resin for sale and today have 12 basic types, with some 30 variables.

The early experiments with reinforced plastics of the polyester glass type were not altogether happy. This is one of the few processes associated with plastics where the intuitive skill of operators is all important, and it was certainly no easy matter to produce mouldings with predictable characteristics—even on short runs. Perhaps criticism of the process was lent added force because it ran contrary to contemporary industrial thinking based on the principle of eliminating, as far as possible, the human element.

In fact, no quick answer exists to this fundamental question of the craft element in reinforced plastics, and just as much manipulative skill is called for in producing good quality polyester glass laminates as is required in panel beating or in the form of good quality sheet metal work.

Probably the greatest potential contribution to this area was the introduction of the spray-up technique, which was designed to take the place of hand laying the glass-fibre mat into the mould and the hand spreading of resin. Even

Polyester Resin Manufacturers
Some representative companies

Arcrite Resins, Ltd.
Bakelite, Ltd.
Beck, Koller and Co., Ltd.
B.I.P. Chemicals, Ltd.
British Resin Products, Ltd.
Catalin, Ltd.

Cornelius Chemical Co., Ltd.
East Anglia Plastics, Ltd.
W. A. Mitchell and Smith, Ltd.
Resinous Chemicals, Ltd.
Robertson Thain, Ltd.
Scott Bader and Co., Ltd.
United Coke and Chemicals, Ltd.

today, the spray technique (by means of which accurately metered quantities of resin, accelerator, catalyst, styrene and glass are sprayed on to the mould surface) has many proponents and opponents. We are still not yet at the end of the development of this particular technique, but it is likely in the long run to answer many of the problems that exist at this moment.

Our preoccupations today lie not only with improving still further the basic technology of this process, but also to take advantage of various honeycomb and foamed materials wherewith to give products which may be regarded as more satisfactory structurally, and in which insulation, both thermal and sound, is also improved.

In this field, experience has already been most encouraging in the construction of refrigerated equipment for the nationalized undertakings and also for commercial fleet owners. There are also undoubted advantages in applying the technique to special passenger vehicles.

The position may perhaps be best summed up by pointing to the fact that will have obviously emerged from studying these notes; in using reinforced plastics the designer has far greater freedom in adapting the production techniques to his design, rather than his design being influenced by rigid limitations of techniques.

Accepting that the use of reinforced plastics will basically save weight, it is possible to visualize the integration, into any given structure of insulation where necessary, of ducting of various kinds, and the fixed position of such items as seat bases. The result is likely to be a more efficient structure, with fewer component parts, and with a resultant cutting in maintenance and operating costs.

The problem of repair to such integral units is, in fact, not a problem at all, for it is usually a simpler procedure to patch a damaged section in a reinforced plastics unit than to similarly repair a panel-beaten body.

In so far as durability is concerned, no evidence has yet come to light to suggest that reinforced plastics are in any way inferior to other commonly employed materials. Rather is the reverse true, for, if the component is soundly constructed, the service life may be substantially in excess of many materials when it is remembered that reinforced plastics are not subject to the corrosion problem.

Many Bodywork in Midland



(Left). A Midland Red D9 double-decker, where plastics construction is used for virtually every body component. (Below) Two CM5 coaches setting out for the run down M1.



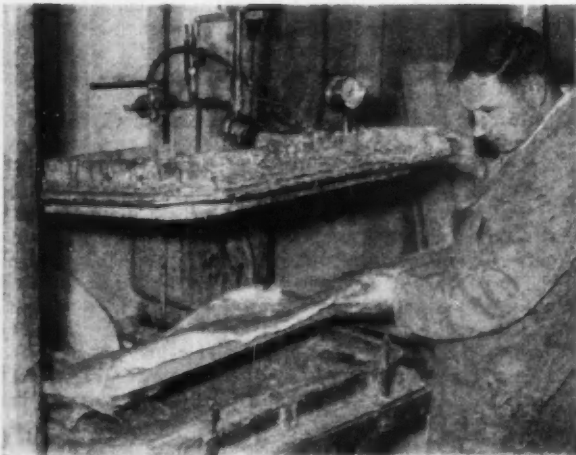
A PIONEER in the development of plastics construction, the Birmingham and Midland Motor Omnibus Co., Ltd., consider that new techniques in plastics construction will afford further savings in production costs and overall weight. At the same time, due credit is given to the use of aluminium for the stressed inner panels of the main structure, and for a variety of mouldings. It is also considered that aluminium will possibly "come back into its own" as a material for engine cylinder-blocks and crankcases.

Important developments of recent origin include the adoption of flexible gel coat to facilitate colour impregnation, a new means of reinforcing plastics sections, and the deposition of the resin and glass-fibre by mechanical means. For the past eight months, self-coloration has been applied

to glass-reinforced plastics panels by utilizing a pigmented flexible resin as the gel coat. This is in contrast to the original method of colour impregnation, in which all the resin used in the construction of the panel was pigmented.

Principal advantages of the gel coat method are that colour matching can be obtained over a greater area with a smaller amount of resin, as the panel is coloured according to the thickness of the gel coat. It is notable that the coat has an impact-resistant property which gives freedom from fracture. Only experience, however, can verify the colour fastness of the pigmented gel coat and its resistance to abrasion with the mechanical washing methods employed.

The normal method of laying-up in the mould is retained, a relatively heavy application of the gel coat being made



A vacuum moulding machine showing the rubber-backing principle for making timetable cases and other such applications.

D16



This picture shows operators laying on the flexible gel coating to facilitate impregnation. This coat has an impact-resistant property.

Developments Red Fleet

by P. A. C. Brockington
A.M.I.Mech.E.



Birmingham and Midland Motor Omnibus Co., Ltd., Step Up Use of Plastics Bodywork and Develop New Techniques of Production to Reduce Cost and Weight. But Aluminium Still Used on Considerable Scale and Expected to Make a "Come Back"



A new method of reinforcing plastics panels is by using paper rope, shown here on the staircase of a double-decker.



The CM5 coach roof which is made as a one-piece mould being laid up and the glass-fibre mat placed in position.



colour

as the first operation. Gelling is completed in 20 min. to 1 hr.

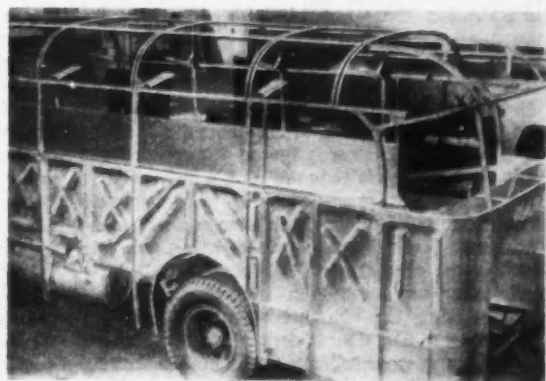
Although the cost of proprietary flat plastics panels is relatively high compared with aluminium, the success of colour impregnation applied to the flexible gel coat has made the hand lay-up of flat panels advantageous; the cost is highly competitive with aluminium, bearing in mind the preparation, priming and painting necessary with the latter. Such panels have been applied experimentally to a bus body and the standard of finish compared with that of a good paint finish.

The heavy layer of resin applied as a gel coat is in the order of 0.02 in. thick, and ensures a highly finished surface with no pin holes or air bubbles. The thickness of the lay-up accords with the particular application of the panel and can be built up accordingly.

To combine maximum strength with minimum weight, it has been standard practice to reinforce plastics sections by bonding a separately prepared

moulding to the panel without metal or timber inserts. Preparation of these mouldings is relatively costly, partly because it involves considerable wastage of material, and the introduction of a new paper-rope method of reinforcing is, therefore, of particular importance as it enables a stiffening rib to be added to the section with very little extra labour. Eventually, paper rope will be used for most types of stiffening apart from applications to sections, such as the half-bonnet on the D9 double-deckers which is reinforced with girder-type flanged members to withstand high bending stresses.

The paper rope employed has a very low weight, and is available in diameters up to 1 in. After the rope has been treated with resin, it is laid on the surface of the panel according to the pattern required, which may be made up of straight and curved sections. After impregnating with resin, the rope adheres to the panel in the required position in preparation for the application of an additional layer of glass mat, which is extended on both



The skeleton framework of a CM5 coach showing the use of stressed alloy panels and vibration damping on the outside prior to the exterior panels being fitted.

sides of the rope. In a typical case the addition of a stiffening rib of this type can be performed more easily than bonding a separate moulding to the panel.

Pending the availability of paper ropes of larger section, increased stiffening is obtainable by laying two ropes side by side; in some cases this is preferable to employing one large-diameter rope because it reduces the depth of the stiffening member for a given strength. Paper rope can be used in place of a swage in the mould, which is the conventional practice and simplifies the form of the mould, with a consequent reduction in cost.

A mechanical method of applying the resin and glass-fibre to the mould has been evolved by K. and C. Mouldings, Ltd. The equipment is known as the "downland depositor" and has recently been applied to production processes in the Midland Red plastics shop. A careful assessment of the potential of the method gives promise that it will increase output with the existing labour force.



(Left) Close-up of a wheelbox on a CM5 coach showing the footrest, the use of Formica above the waistline and Tygan below.



(Right) Positioning the one-piece glass-fibre front panel on a Midland Red D9 double-decker.

The equipment basically comprises two pressure pots, one containing a catalysed resin and the second an accelerated resin. The resins are fed to two separate spray nozzles, which are mounted in unit with a glass-fibre cutter. In operation, the resins mix with each other after leaving the nozzles and also with the glass-fibre strands blown from the cutter, the glass-fibre being fed into the cutter in a continuous length of "rovings." The length of the strands can be varied by adjustment of the cutter.

The principal feature of the process is complete wetting of the glass-fibre strands before rolling is started, so that only light rolling is required with a mohair roller in contrast to the high pressure rolling with a split-washer type required to break down the binder in chopped-strand matt. Failure to break down the binder completely is a common fault in the normal hand-lay-up method.

Selecting various sections for weight comparison, it is revealed that the aluminium-panelled steel-framed front grille of the D7 double-decker weighs 32½ lb., that the plastics counterpart of the D9 double-decker weighs only 17 lb. and that the bonnet weights are 54 lb. and 44 lb. respectively. A comparison between the cab doors of the two vehicles shows a saving of 10 lb., the respective weights being 26 lb. and 16 lb., and that a reduction of 6 lb. (from

D18

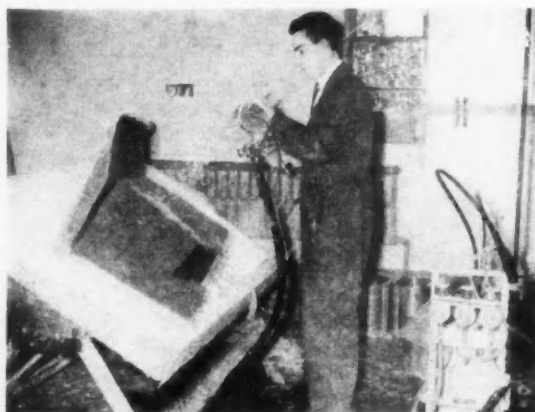
31½ lb. to 25½ lb.) is obtained in the case of the emergency door of the lower saloon.

On these four sections alone, therefore, the total weight is reduced from 144 lb. to 102½ lb., with the added advantage with regard to the bonnet that opening requires less physical effort. Of related interest the unladen weight of the D9 double-decker of 7 tons 18 cwt. is considerably less than the average for 72-seater vehicles.

The roof of both the double-decker and coach are laid-up in one piece, a male mould being employed for the former, and female mould for the latter which has, therefore, the better exterior finish. In contrast to the coach, the roof of the double-decker is reinforced with G.R.P. sticks to add to the strength of the complete structure. The rolled side is surfaced with fine woven glass cloth and provides an acceptable exterior finish.

The section is laid-up with 1-oz. matt resin-impregnated glass-fibre, trough-shaped depressions being moulded into the surface to receive the channel-section roof sticks. The depressions are then bridged over with a glass-fibre sheet

(Continued on page 185)



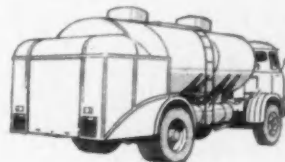
The spray gun method of laying on a coating of glass-fibre with catalysed and accelerated resin.

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CM5 coach roof of perforated aluminium sheet being screwed into position. This supports a sheet of Bondacoust cotton insulating material.

and a second 1-oz. layer is applied to the complete area. In addition to the white flexible gel coat, all the resin used in the lay-up of the roof is impregnated with white pigment.

In a recent experiment, the roof was allowed to cure after the lay-up of the first matt, and the second layer was applied with a resin impregnated with red pigment so that an unpainted exterior finish of red was obtained with an unpainted interior white finish. There was no transfer of colour between the two.

Reinforcing roof sticks are prepared in a separate mould, a practice that will possibly be discontinued in favour of adopting the paper-rope method. Fabrication costs are about 50 per cent. of that of a metal roof.

Plastics construction is used for virtually every component of the double-deckers and coaches which has a curved surface or surfaces, and this, therefore, applies to parts of the body which are particularly liable to damage, such as the corner panels. Offering a greater resistance to damage, a plastics section also has the merit that it tends to localize impact stresses, which can reduce the extent of the damage for a given impact force.

Ease of repair is another advantage, all the outside depots being supplied with kits for minor repairs on the premises. In the event of major damage, the section is returned to the workshop and the original mould is employed to rebuild the affected parts. In many cases, a badly damaged part can be repaired at a reasonable cost whereas a comparable metal component would be scrapped.

Other plastics components of the D9 include the entire cab section, the doors, the staircase, and the staircase stringer (to which are attached the aluminum boxes for the conductor's equipment), the panel between the cab and the engine and the instrument panel. In addition to its application to the inner stressed panels, aluminium is used for the flat exterior panels (of the standard vehicles), windows and wheelboxes, kicking plates, floor cove panels, all exterior mouldings and foot-treads. The Herzim section, employed for the exterior mouldings, incorporates a central plastics strip which conceals the attachment screws and increases resistance to impact.

Woven glass cloth is employed to stiffen the stairs, which provides strength without adding appreciably to the thickness. The bonnet is cut out of the one-piece cab section after fabrication. The basic form of the grille being a panel having channel-section corrugations, which are

subsequently "vented" by removal of the vertical sections at the back of the grille.

The plastics cab and emergency doors of the double-decker comprise an inner and outer panel, the outer panel being bonded to the inner section before the latter is removed from the mould and before curing is complete.

An item of particular interest which has been standard practice for some years is the manufacture of non-slip step treads; these comprise G.R.P. sheet, which is treated with swarf from the cylinder-boring machine before curing to give a hard-wearing non-slip surface.

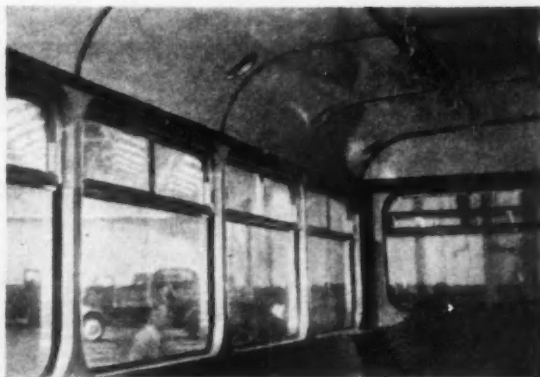
Produced by British Industrial Plastics, Ltd., for Midland Red, a pressure-moulding machine offers economies for the large-volume production of time-table cases. Features of the equipment include a cast light-alloy mould which is used in conjunction with an expanding rubber bag, contained in the upper section of the machine. The colour-impregnated resin and glass-fibre is formed by the pressure of the bag, which is inflated to 5-10 p.s.i. An even thickness is obtained throughout the component and a high rate of production is achieved, a case moulding being completed in about 20 min. Hot water is circulated through a jacket to accelerate curing.

Aluminium Panels

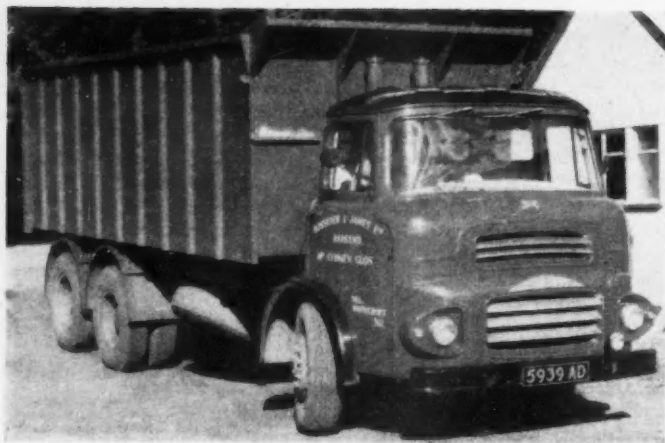
All the flat panels of the coach are of aluminium, apart from the engine valance panels, the ease with which these can be reinforced by the rope method and their resistance to drumming being the decisive advantages. Designed as a sound-damping medium, a perforated aluminium sheet is used to line the one-piece glass-fibre roof, and to support a 1½-in. layer of Bondacoust sound-insulating cotton-fibre.

Shaped components of plastics material fitted to the coach (in addition to those mentioned earlier in the article) include all exterior shaped panels, the pan of the driver's signalling window, the wheelbox and the half-height "splashes." The wheelboxes are shaped on the inside to provide foot rests, incorporation of this feature being possible without complicating production. In contrast to the stressed roof of the double-decker, the coach roof is virtually an umbrella, covering the main structure, and comprises a 2-oz. matt layer combined with a surfacing tissue. The remaining window pans and exterior mouldings are of aluminium, and this material is employed for the luggage rack and bumpers.

All interior linings of the coach above the waist are of p.v.c.-covered glass-fibre material, whilst Tygan rubber-backed terylene-nylon cloth is applied to the below-waist surfaces.



The lower-deck roof of a D9 showing the Fylon roof panel and the use of Formica for trimming along the waistline.



Mounted on a light-alloy sub-frame, the Duramin aluminium tipping bodies of the Rossiter and James Albion Reivers have a capacity of 21 cu. yd. and afford a weight saving of at least one ton. The sides are built of successively graded panels to accommodate wear.

Praise for Aluminium and Plastics

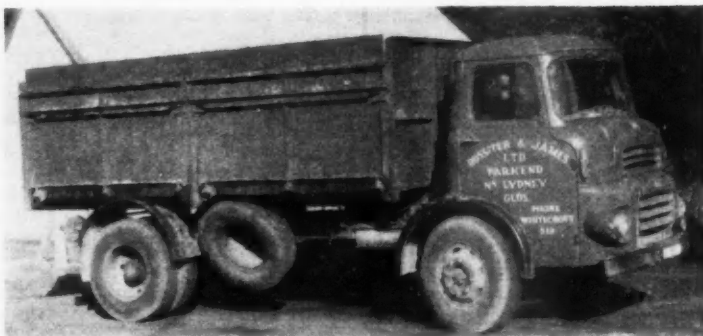
TRIBUTES to the economic advantages of using aluminium alloy bodywork come from two hauliers operating from depots in the Forest of Dean. In both cases, the vehicles are employed on arduous work involving harsh treatment of the body when loading, and any loss of working time on account of structural weakness would be regarded as a decisive reason for abandoning the type in favour of all-timber or steel bodies.

Plastics cabs are proving their worth in the case of one of these hauliers and a C-licence operator running a country-wide service has demonstrated the value of using van bodies panelled throughout in colour-impregnated glass-fibre as a means of reducing overall running costs, notably with regard to painting problems.

The first aluminium-bodied tipping vehicle to be employed by Rossiter and James, Ltd., Park End, nr. Lydney, Glos, was purchased in 1950 and is still going strong. Today, all the vehicles in the fleet are equipped with light-alloy bodies, apart from some older vehicles used for odd jobs. The Duramin bodies have stood up to the carriage (and loading) of coal, coke and other types of solid fuel without wear, bending or fracture of the structural members. They have

afforded a very substantial increase in payload capacity, as well as a saving in maintenance costs. Aluminium bodies are fitted to 15 tipping chassis and will be specified for all new vehicles.

Of a total of 37 platform vehicles and tippers operated



Seven of the Rossiter and James tippers are Albion Chieftains fitted with special drop-sided light-alloy bodies. Aluminium bodies of this make have been specified for new vehicles since 1950 and provide reduced maintenance costs as well as a higher payload. Aluminium bodies are fitted to 15 tipping chassis and will be used for all new vehicles.



D22

by George Read (Transport), Ltd., Mitcheldean, Glos, 33 are equipped with Jennings or Duramin bodies incorporating light-alloy members, a number of tipping bodies (and one container) being of all-aluminium construction. In the main, the lorries are employed for carrying steel or metal strip on the outward runs and a mixed

Fully laden, one of the two Albion Caledonian vehicles in the Rossiter and James fleet is seen returning to the Park End depot. The vehicle's all-aluminium body has a capacity of 22 cu. yd. and is mounted on a steel sub-frame. Note the half-height sideboard at the front which can be used for discharge in narrow passageways.

A Duralumin all-aluminium body of 20 cu. yd. capacity and a Park Royal plastics cab are features of this George Read tipper based on an A.E.C. Mammoth Major eight-wheeled chassis. Of the 37 platform vehicles in the fleet, 33 are equipped with light-alloy bodies.

by a Special Correspondent

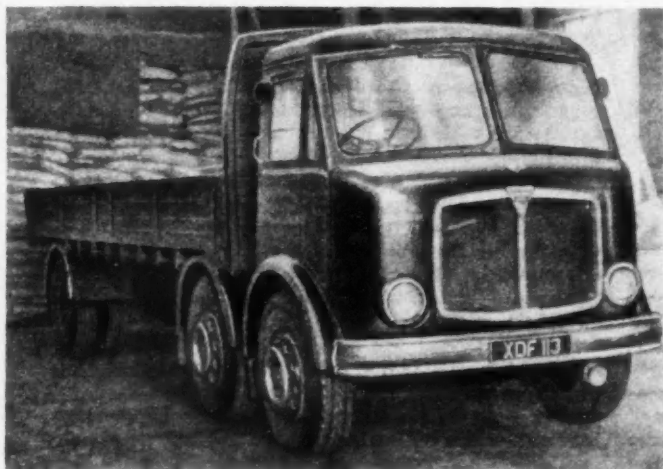
Aluminium Alloy Bodywork and Colour-impregnated Plastics Panelling Used to Economic Advantage on Fleets Employed on Specialized Haulage and C-licence Work

load on the return trip, and the only damage to aluminium members has been caused during the loading operation by "irresistible impact." Such incidents have shown that the bodies are less liable to severe damage than the all-wood type, and are easier to repair. The weight saved by employing aluminium varies between 10 cwt. and 1 ton.

Apart from a Bedford 8/9-tonner and a B.M.C. vehicle of the same capacity, every Rossiter and James tipper is based on an Albion chassis of which two are Caledonian 15-ton eight-wheelers, three are Reiver 12-ton six-wheelers, and eight are Chieftain 7-tonners. Whilst the multi-wheel vehicles are equipped with fixed-sided bodies, the smaller vehicles include a number of drop-sided lorries. Edbro tipping gears are employed throughout the fleet, the eight-wheelers being equipped with the twin-ram underbody type, whilst the remainder are fitted with twin front-of-body rams.

Weight-saving

Having a capacity of 22 cu. yd., the sided bodies of the Caledonians have a length of 17 ft. 9 in., a width of 7 ft. and a height, without extension boards, of 5 ft. 6 in. The weight saved by employing aluminium in place of timber is said to be at least 1 ton despite the use of a steel sub-frame, which adds about 7 cwt. to the unladen weight, compared with a vehicle equipped with an aluminium frame. A wood body would normally be fitted with a steel floor, and corrosion would add to repair costs.



A sub-frame, constructed entirely of light-alloy, is a special feature of the six-wheelers, and it is notable that the frame was specifically designed to accommodate the lifting forces of the front-of-body gear. With a length of 18 ft., a width of 7 ft. and sides of 4 ft. 6 in., the body has a capacity of 21 cu. yd. It is estimated that the weight saved, compared with a timber body having a steel sub-frame, is about 1 ton 7 cwt.

Floor Height

The longitudinals of the frame are of 8 in. by 3 in. section, the depth of which adds about 1 in. to the height of the floor over the height of a body supported by steel members. Both bodies were designed to meet the particular requirements of the operator and incorporate "successively graded" sides. Whilst the side plates at the front are of 10-gauge material, the plates to the rear are of 8-gauge sheet, so that greater wear resistance is offered where it is most needed.

The W-section pillars of the fixed-sided tipping bodies and the framing area of Duralumin, which is also employed for a full-width canopy with a forward extension of 1 ft. The sides offer a high resistance to expansion forces created by a heavy loose load, which is exemplified by the record of the 11-year-old body. The structure is riveted with mild-steel rivets throughout, and the surface is etched with zinc chromate to provide a good base for the paint.

In the interest of uniform weight distribution, Ferodo pads are fitted between the body and chassis members to provide a resilient mounting, and these pads also afford a secondary but important advantage with regard to noise insulation. When the vehicle is running unladen, drumming of the body can be a source of irritation to the driver if there is metal-to-metal contact between the body sub-frame and the chassis members.

An unusual feature of some of the sided bodies is that hinged boards are fitted in apertures near the front to permit discharge of material to coal bunkers in narrow passageways which obviate end tipping. In this case, part of the load is discharged by gravity and the remainder is manually unloaded.

The bodies fitted to the smaller vehicles were also

Seen in one of the George Read warehouses, this A.E.C. Mustang six-wheeler is fitted with a Jennings body with light-alloy cross bearers. Although these are the only aluminium components employed, their use increases the load by over 9 cwt.



Oldest vehicle in the George Read fleet, an A.E.C. Mammoth Major, is equipped with a standard light-alloy platform body and has been in service since 1955. The vehicle is often used to carry large tanks, as seen in the photograph, which give concentrated loading of the bodywork.

tailor-made to meet the operator's requirements and provide a proportional saving in weight. Although these vehicles are normally employed for relatively short runs, they are regularly used to augment the work of the multi-wheelers, mainly on long-distance deliveries to London and other centres in the south-east.

A recent addition to the George Read fleet, an A.E.C. Mammoth Major eight-wheeled tipper, is equipped with a light-alloy sided body, having a capacity of 26 cu. yd. designed for the carriage of grain in bulk. Special features of the body include a tailboard equipped with a trap door to facilitate controlled discharge of the grain. The body

with a composite alloy-steel type of 15-ton capacity. These are loaded on to platform vehicles by a Coles mobile crane, which is also employed for general depot work.

Timber is used for the floors of the remaining vehicles mainly because the lorries are engaged in steel traffic for which the non-slip properties of wood are a valuable asset. In every case, however, employing aluminium increases the usual payload capacity of the vehicle concerned by approximately $\frac{1}{2}$ ton.

The main structural components of drop-sided bodies fitted to four Albion Clydesdales and four Leyland Comets are of light alloy, timber being employed for the sides and tailboard, in addition to the floor. The aluminium headboard is extended to the cab-roof level to accommodate a high load of bagged material on the return run, and is designed to give more-than-adequate resistance to load shifting in the event of emergency braking. Aluminium lashing-down hooks have an indefinitely long life and other details to which tribute is paid include the rubber-tensioned side-board hooks. These are fitted in place of the conventional chain-and-peg fasteners, and save time when the boards are released.

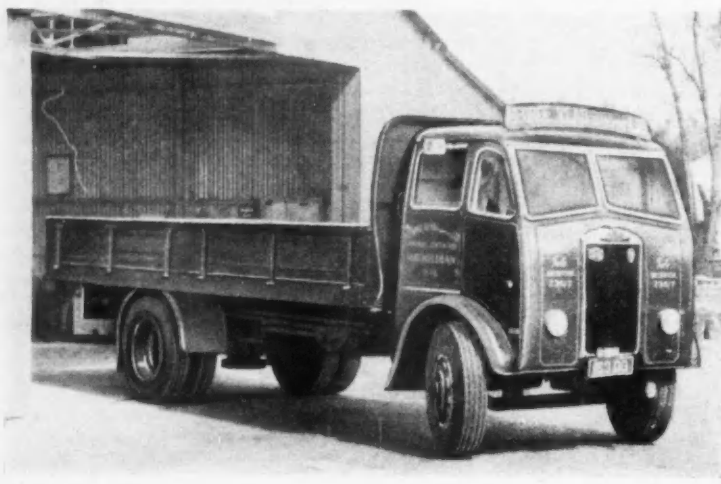
The outstanding example of an aluminium body's long life is the record of the first body of this type to be purchased, which was fitted to an Albion Clydesdale chassis in 1954 and was recently transferred to a new Leyland Comet chassis. It is confidently expected that it will also outlast the second chassis

—and this is no disparagement to the Leyland reputation. On average vehicles in the fleet cover some 45,000 miles in the year.

Although the only aluminium members of a number of Jennings drop-sided bodies comprise the cross bearers, and the saving in weight is proportionately less than that provided by the Duramin bodies, the total gain in payload is comparable. These bodies are applied to three Albion Clydesdales (one of which is a tipper) and to a Leyland Comet tipper chassis.

Due for disposal, the oldest chassis in the fleet is an A.E.C. Mammoth Major fitted with an aluminium platform body. This vehicle is regularly employed for transporting tanks or similar unit loads which impose high localized stresses on the body.

(Continued on page 189)



Mainly employed for the transport of steel on the outward run, four Albion Clydesdale vehicles of the George Read fleet are equipped with Duramin bodies of the type shown in this photograph. Aluminium structural members and headboard are combined with timber flooring, sideboard and tailboard, which gives a weight saving of about $\frac{1}{2}$ ton.

is mounted on a steel sub-frame and is lifted by a Pilot twin-ram underfloor tipping gear.

Built entirely of aluminium, the body affords a weight saving of at least 1 ton and its durability is expected to match the favourable record of two bodies of a similar type based on Leyland Comet chassis. One of these is fitted with a Weston underfloor tipping gear, and the body of the second vehicle is tipped by Pilot twin-ram front-of-body gear. Lifting frames are of steel in both cases.

A 10-ton light-alloy container of Duramin manufacture is used for seasonal bulk-grain transport, in conjunction

Photo-montage by Geoffrey Jale



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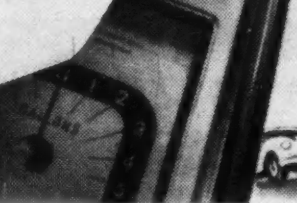




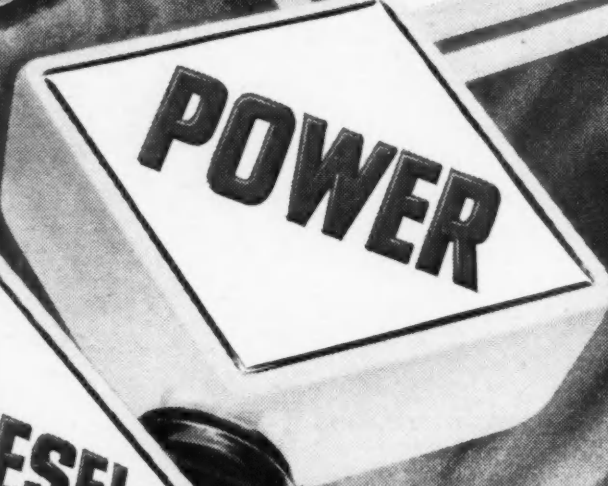

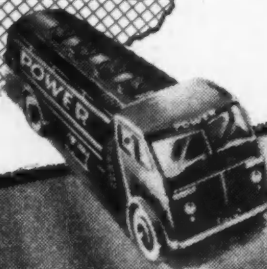

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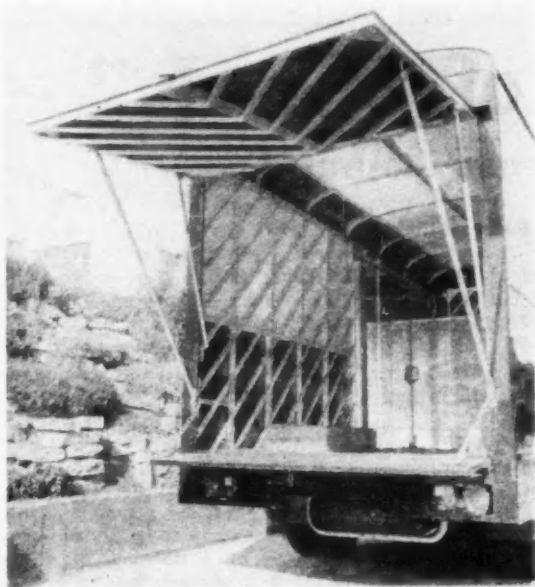
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(Above). This view of the latest Tyresoles van shows the diagonally located aluminium side battens which prevent contact between the load of tyres and the plastics panels. Bracing members of light-alloy channel sections are also used for the balanced flap-type door. B. Walker and Son, Ltd., built the body.

(Right). A high standard of appearance is regarded as essential by the Tyresoles company and van bodies with colour-impregnated panels have been specified since 1956 to reduce painting costs and, of more importance, to obviate withdrawal of the vehicle from service for painting. The chassis is a Thames Trader 3-tonner.



In general composite cabs are preferred to other types because they are less prone to drum and rattle, but this comparison does not apply to the Park Royal glass-fibre cabs fitted to six A.E.C. eight-wheelers, including the Mammoth Major tipper. The first vehicle to be fitted with a plastics cab has been in service for two years, and none of the cabs has developed either of these faults or has shown a structural weakness of any kind.

Since 1956, Tyresoles, Ltd., the tyre remould concern, have specified bodies panelled in colour-impregnated glass-fibre for all the Luton vans in their fleet of 14 tyre-delivery vehicles. A high standard of appearance is considered essential, and the cost of withdrawing a vehicle from service for two or more weeks every two to three years for painting formerly represented a serious economic loss, to which was added £75 to £100 for the paint job.

Information supplied by the bodybuilders, B. Walker and Son, Ltd., provides weight comparisons between the type of plastics panels employed and other forms of panelling. Whilst the weight of colour-impregnated glass-fibre (which is of 2-oz. matt and has a surface tissue between the matt and gel coat) is 0.56 lb. per sq. ft., 16-gauge aluminium sheet weighs 0.911 lb. per sq. ft. and the weight of a 20-gauge steel panel is 1.6 lb. per sq. ft.

The cost of panelling in colour-impregnated plastics material is comparable to the cost of using 16-gauge aluminium, if the additional expense of applying a high-grade paint finish to the latter is taken into account. It is claimed that the plastics panels retain their non-fade property indefinitely under all conditions.

The body of the most recent addition to the Tyresoles fleet, based on a Thames Trader low-frame chassis, is typical, with regard to main constructional features, of all the bodies employed. Main framing is of rolled-steel channel reinforced with hardwood, and the floor is of $\frac{3}{4}$ -in. tongued-and-grooved hardwood boards, the wheelboxes being of steel plate. Sides of the body are coloured yellow and blue, and protection is afforded on the inside by diagonal aluminium battens of channel section.

It is noteworthy that the battens are located diagonally to prevent contact between the tyres and the panels. Although the tyres are "laced packed" in the vehicle at the start of a run, removal of part of the load during the trip may give some freedom of movement, and this can result in fairly heavy impact with the sides. A robust construction is, therefore, essential.

Whilst the inner and outer panels of the front bulkhead are of 18-gauge aluminium, the panels of the shallow tail-board and rear flap-type door are of impregnated-plastics

material, the framework of the door being of aluminium members. Spring-assisted telescopic legs provide automatic opening of the flap when it is released.

Originally all-aluminium bodies were employed to reduce the unladen weight of the vehicles to below 3 tons and thus obviate restriction to a 20-m.p.h. speed limit. A change was made on economic grounds to the type of body described when the restriction on heavier vehicles was lifted to 30 m.p.h., and it is noteworthy that the weight penalty is relatively small, the unladen weight of Thames Trader oil-engined 3-tonners being about 3 tons 1 cwt.

Although the majority of bodies is based on Thames or Thames Trader normal-control 3-ton chassis, additions to the fleet since 1961 include Albion Claymore forward-control underfloor-engined chassis of 4-ton capacity. These have the advantage that an increase in payload capacity from about 870 cu. ft. to 1,000 cu. ft. is obtained by virtue of the chassis layout. A feature that is particularly favoured is the easy engine access via the trap-door in the floor.

High Court Decision . . .

The Meaning of "Goods"

Scope of a C Licence Illustrated

A CASE recently decided in the Queen's Bench Divisional Court may be of interest to owners of certain types of commercial vehicles who carry on business under a C licence. The case is *Sweetway Sanitary Cleansers, Ltd., v. Bradley* (1961 3 W.L.R. 196), and the statute which had to be interpreted by the court was the Road and Rail Traffic Act, 1933 (Part I of the Act has been replaced by the Road Traffic Act, 1960, Part IV), writes a legal correspondent.

Provisions

This Act provides:—

"Section 1 (5). For the purposes of this Part of this Act (b) the delivery or collection by a person of goods which have been, or are to be, subjected to a process or treatment in the course of a trade or business carried on by him . . . shall not be deemed to constitute a carrying of the goods for hire or reward. . . .

"Section 2 (4). A private carrier's licence (in this Part of this Act referred to as 'a C licence') shall entitle the holder thereof to use the authorized vehicles for the carriage of goods for or in connection with any trade or business carried on by him, subject to the condition that no vehicle which is for the time being an authorized vehicle shall be used for the carriage of goods for hire or reward. . . .

"Section 9 (1). Subject to the provisions of this section, any person who fails to comply with any condition of a licence held by him, shall be guilty of an offence under this Part of this Act."

Specially Adapted

Sweetway Sanitary Cleansers carried on business at Evesham. Among other vehicles owned, one was operated under a C licence and specially adapted for emptying septic tanks and similar receptacles. The company undertook the emptying and cleansing of the septic tank of a country club.

The operation was in several stages, and as well as emptying the septic tank the job included the disinfection and cleansing of the drain lines from the premises to the tank. The effluent was disposed of to a farmer who lived nearby, spread as manure on his land,

and there was no charge for this service.

The company charged the club secretary £3 10s. for "Hire of equipment and labour," two vehicle loads having been disposed of.

The company knew the provisions of Section 2 (4) of the Act, and it invited the Licensing Authority to lay an information by way of a test case. The justices found that the effluent came within the definition of "goods," and that the carriage was for hire and reward within the meaning of the Act. A fine of £1 was imposed, and the matter came before the Divisional Court on a case stated by the justices.

Goods or Burden

The Lord Chief Justice, Lord Parker, observed that Section 36 of the Road and Rail Traffic Act provided: "'Goods' includes goods or burden of any description." The effluent was therefore goods. Further, the Act defined a goods vehicle as one constructed or adapted for use for the carriage of goods. From this it was clear that the vehicle was a goods vehicle.

The real question, however, was whether the carriage of the effluent was a carriage of goods which the company was entitled to carry under a C licence; that is, under Section 2 (4).

Connection with Trade

Lord Parker said that one had to ask oneself whether goods were being carried in connection with any trade or business carried on by the company. Clearly they were, he said, and that being so, the next question was whether any reward was being paid to the company in respect of the carriage of the goods. It was argued for the company that the contract between it and the club was for the cleansing of the tank, and, "looked at in a commonsense and broad way, no part of this carriage of effluent was for hire or reward."

Lord Parker continued: "For my part, I feel that the position is really the other way round. Of course, a number of operations are involved in the cleaning out of a cesspool. There is the cleaning out, disinfecting and cleaning of the pipes and drains, and there is also the disposal of the

effluent. From the owner's point of view the real thing he wants is for the effluent to be removed, unless it is one of those rare cases where the man wants it on his own land, and it is for that that he is paying the amount charged. . . .

Disposal or Cleaning?

"It seems to me that one must look upon the matter as one in which a substantial part of the charge of £3 10s is referable to the disposal of the effluent as opposed to the actual cleaning out of the cesspool. That being so, the sole question is whether the appellants can bring themselves into one or other of the exceptions laid down in Section 1(5) of the Act. . . .

"It is suggested that the adding of the disinfectant which is mixed with the effluent during its carriage in the vehicle is to be regarded as a process or treatment of the effluent. For my part, I find, as indeed did the justices, that it is quite impossible in any sense to look upon what happened in this case as subjecting the goods to any process or treatment."

Artificial

Lord Parker then dealt with another point raised, that the property in the goods had passed to the company, and he described it as an artificial one. The company wanted to get rid of the effluent at the earliest opportunity.

He concluded: "The truth of the matter, it seems to me, is that inferentially the appellants were independent contractors on behalf of the club to remove the effluent. Accordingly, it becomes unnecessary to consider the second limb of the argument as to whether, even if the property had passed, it could be said that there had been no offence on the ground, so it is said, that a man cannot carry his own goods for hire or reward. I, myself, would like to keep that point open for future decision. . . .

"It seems to me that on the facts of this case it is plain that the vehicle was being used for the carriage of goods for hire or reward, albeit that carriage was in connection with their trade or business."

Mr. Justice Ashworth and Mr. Justice Lawton agreed, and accordingly the company's appeal was dismissed.

New Equipment and Publications

Useful Nut Removing Tool

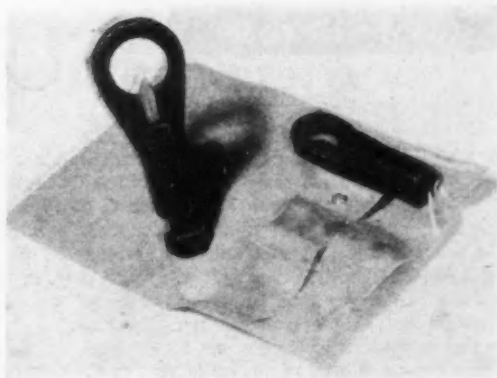
A TOOL which overcomes the problem of rusted or corroded nuts is now obtainable from E. P. Barrus (Concessionaires), Ltd., 12-16 Brunel Road, Acton, W.3.

The tool is called the Barrus Nut Splitter and consists of a chrome-molybdenum steel cutter attached to the end of a set screw, which fits into either of two cast steel bodies. Each body has a hollow tapped shaft, down which the cutter moves, and an opening ($\frac{1}{4}$ -in. dia. on one, $1\frac{1}{8}$ -in. dia. on the other body) to receive the nut to be split.

Using the tool is quite easy. The cutter is inserted in the body with the

most convenient hole size, and the tool is placed over the nut. The hexagon head of the cutter bolt is then turned so that the cutting edge is forced into the nut to split it away from its bolt. It is claimed that up to 100 nuts can be split before regrinding of the blade becomes necessary.

Cost of the Barrus Nut Splitter Kit, EOB/1474, complete in plastic wallet, is £1 19s. 6d.



Two sizes of steel body are included in the Barrus Nut Splitter kit. The steel cutter is shown fitted in the larger.

Industrial Electric Tools

THREE new electric hand tools have been added to the industrial range of S. N. Bridges and Co., Ltd., York Road, Battersea, S.W.11. The range, which includes both electric and pneumatic drills and special-purpose tools, will be known from now on as Powerline. Two of the new tools are drills, the third is a portable circular saw; all are fitted with the Bridges Neonics safety eye.

The power saw, JB/GA, has a $7\frac{1}{2}$ -in. dia. blade, which gives a vertical depth of cut of up to $2\frac{1}{2}$ in., or with a 45° bevel, a maximum cut of $2\frac{1}{8}$ in. The



Centre-grip or saw-grip handles are obtainable on the new Bridges drills. The 77C is shown here.

fence is calibrated up to 9 in. Motor and gearing are protected by a torque clutch on the blade spindle and the cartridge motor is double insulated. Total weight of the saw is $13\frac{1}{2}$ lb. and the universal motor is rated at 1,100 watts. The JB/GA saw costs £29.

Automatic overload cut-out is incorporated in the power saw and also in the new 77 series $\frac{1}{2}$ -in. Neonics drill. The

other new drill is the $\frac{1}{2}$ -in. Heavy-Duty Neonics drill. Both are available with either a centre-grip or saw-grip handle and the two versions are designated DRTC and DRVC.

Spindle speeds of the new models are 2,350 and 2,000 r.p.m. respectively, and both have Jacobs chucks taking $\frac{1}{8}$ -in. drills, although drilling capacities for steel are given as $\frac{1}{2}$ -in. dia. Prices of the drills are £19 and £17 10s. respectively.

Windscreen Fitting

EQUIPMENT to simplify the fitting of windscreen glasses mounted in rubber mouldings has been developed by H. A. Frow and Sons, Hill Top Garage, Barnetby, Lincs.

This consists of a number of metal clips which are fitted on to both flanges of the rubber moulding after it has been stretched round the glass. Rods are then fitted into the clips and levered over to bring the flange of the rubber at right angles to the glass. When this has been done the rods lie almost on the glass and those at opposite sides are joined together by pieces of small chain to keep them in this position.

Clips are fitted close together all the way round the moulding flange and when the procedure described has been completed with all of them, the flange is held in such a position that it will fit easily into the windscreen aperture in the body. The clips can be used on both moulding flanges if necessary.

Touring Commentaries

A MULTI-LANGUAGE announcer which has been developed by James Scott and Co. (Electricity Service Centres), Ltd., Morrison Street, Edinburgh, gives multi-language commentaries, and will

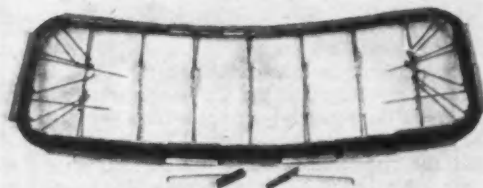
have applications for coaching and touring itineraries. The unit is called the Allscott Announcer and is a compact box, giving up to eight language alternatives of the same pre-recorded commentary. It is suitable for remote control so that it can be operated by the driver on a coaching run, to give a commentary on the points visited in selected languages.

Simultaneous transmissions in several languages can also be given, using smaller hand speakers as an alternative to a large single unit.

Operation is simple; the dial lists the languages and the listener simply switches to the required language.

Moulding Materials

TWO new publications have recently been issued by Turner Brothers Asbestos Co., Ltd., Rochdale, Lancs, covering the products they supply for moulding and reinforcing plastics. These are published under the titles of Durestos



A windscreen ready for fitting showing the fittings developed by H. A. Frow and Sons in position.

Resinated Asbestos Moulding Materials Booklet (SA.6) and Duraglas Glass Fibre Reinforcements Booklet (D.6).

The booklet on Durestos describes the use of this material for high-, low- and no-pressure moulding techniques, and gives details on machining moulded components.

Properties of Duraglas are fully described in the second publication, with details of woven fabrics, tapes, chemically and mechanically bound mat, woven roving, roving, chopped roving, flock and webbing included.

COMMENTARY

by JANUS

FUEL ADDITIVE

EVERY haulier would have been justified in applying a surcharge to his rates as soon as the Chancellor of the Exchequer announced an increase of 10 per cent. in purchase tax and in Customs and Excise duties, including the tax on liquid fuel which already stood at 2s. 6d. The intention was, in Mr. Selwyn Lloyd's own words, to "withdraw purchasing power from the economy," and not to interfere with the basic industries and services.

The export drive might be encouraged by reducing home consumption, but not by increasing the cost of running the vehicles that have to carry the exports to the docks. As hauliers have pointed out, there is an obvious anomaly in an appeal by the Chancellor for extra effort from an industry on which he is imposing an extra tax.

There may have been technical difficulties that prevented him from discriminating between the various uses of imported petrol and diesel oil. It would have been necessary to make some distinction that would show whether the fuel was being used in private cars or commercial vehicles. No doubt anticipating all sorts of objections, the Chancellor had framed his legislation so that it was bound to apply uniformly over the whole range of duties. To every protest he is then able to provide the standard reply, that unfortunately the Finance Act he had introduced earlier in the year effectively absolved him from even considering the requests he received subsequently.

HE may well have expected, however, that commercial vehicle operators would take the increased duty into account in calculating their charges. The extra 3d. a gallon was a deliberate act of Government policy that could have no other effect than put up the cost of transport. It was in this respect different from other recent cost increases, such as the altered national insurance and pension contributions and the higher rates for premises, both of them items that apply generally, or the increases in insurance premiums (for which the Government could hardly be blamed).

The haulier should have all the encouragement he needs for an immediate increase in his charges. Nearly all his customers have cars or vans of their own; they would share his resentment at the Chancellor's latest imposition, and would be expecting an application for a higher rate. They would find it just as easy as the haulier to work out what the rise should be. An extra 3d. means roughly 6 per cent. on the cost of fuel, which represents very roughly about one-seventh of an operator's total expenditure. A surcharge of 2d. or 3d. in the £ would therefore more or less meet the case.

When the issue is so simple, there seems no reason to complicate it by bringing in third parties to arbitrate or by waiting, for example, for an official recommendation from the Rates Committee of the Road Haulage Association. The customer knows what is involved. He knows that he would have to cover precisely the same additional cost if he went to another operator, or if he used his own vehicles. The surcharge could be applied and shown separately instead of being merged into one rate. This would meet the possibility either that the Chancellor takes off the 3d. within a reasonably short space of time or that the R.H.A. committee issue a recommendation for an increase that would include the extra duty.

The committee have a somewhat difficult problem on

their hands at the present time. There are at least three different categories of cost increase with which they have to contend. There are the straightforward examples to which I have already referred; there is the almost provocative 3d. in the gallon now imposed by the Chancellor; and going through what it is now fashionable to call "the pipeline" are the proposed new scales of wages that are coming up for further consideration by the Road Haulage Wages Council on September 21.

For the committee to have to meet immediately after the Chancellor's statement and recommend a surcharge of, say, one per cent. to take care of it would at least have settled that point, and would have strengthened any subsequent approach by hauliers to their customers. But this might have seemed a small reason for calling a fairly large committee together, to make a decision, moreover, on a point that is surely simple enough for each individual haulier to work out for himself.

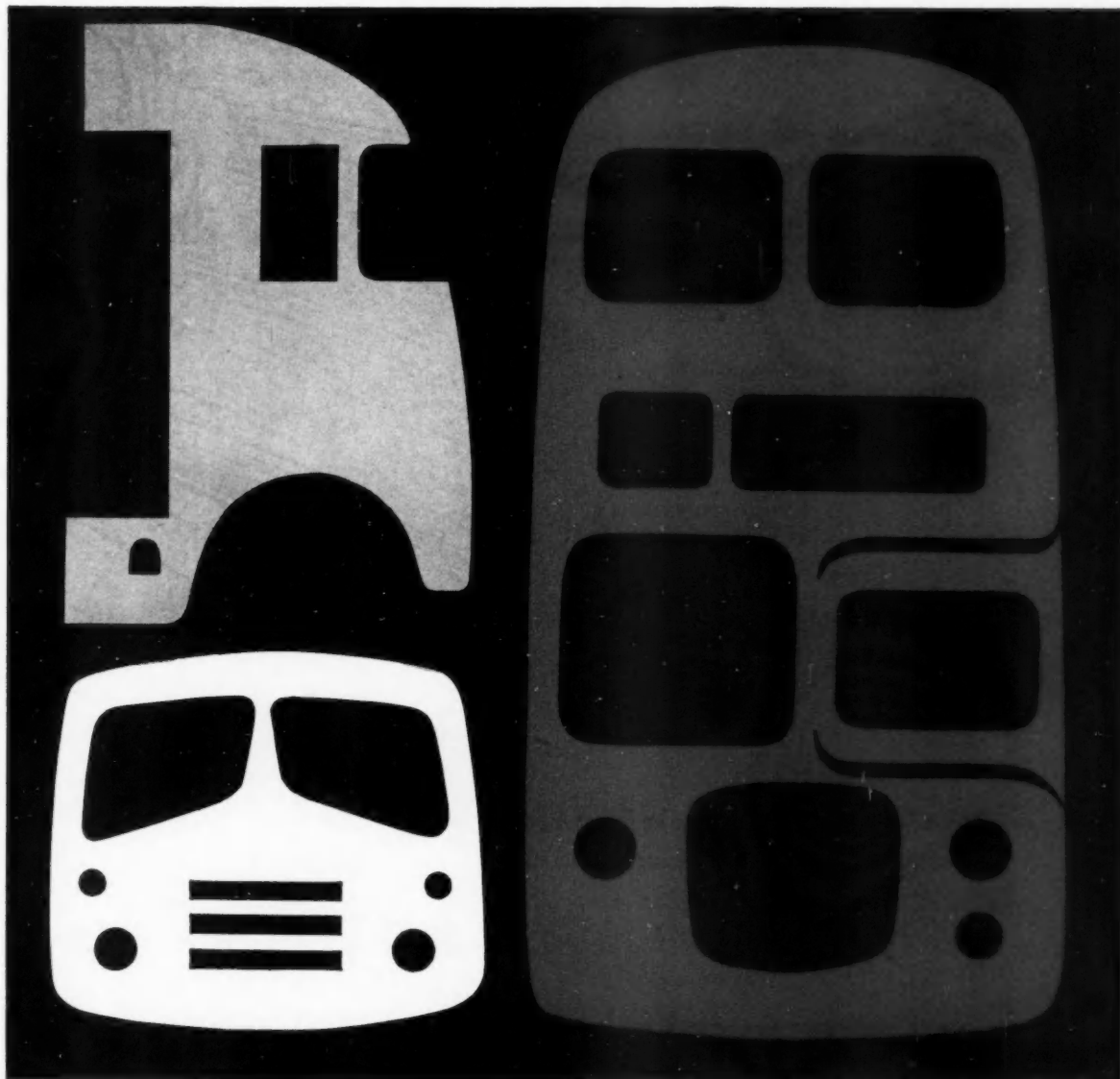
ANOTHER drawback would be that a decision restricted to the fuel tax would appear by implication to pass some sort of judgment on the other cost increases that have already accumulated. The aim of the Government is a standstill in prices as well as in wages. Trade and industry are in general sympathy and reluctant to disturb a delicate position by putting up their charges just at this moment. For the most part they would find it inconvenient to say this in so many words or even to imply it. Circumstances might alter swiftly and compel them to put into operation an increase they might then appear to have forsworn.

Hauliers are in a similar quandary. The last recommendation of the Rates Committee, in October, 1960, was for a 10 per cent. increase. Since then, miscellaneous increases in operating costs, even excluding the higher fuel duty, may have amounted to something between 6d. and 1s. in the £. Hauliers will want to have this amount incorporated in their rates at some time or another, even if they take no immediate action. They cannot afford to let it be said that they have even tacitly agreed to absorb the increases and to say no more about them. This could be argued against them if they took official and collective action now on the more recent increase and ignored those that came before.

AN additional complication is that for the first time since the road haulage wages machinery was set up there is a reasonable doubt that a set of proposals will not go unaltered through the remaining stages. The Minister of Labour has asked the Wages Council to take full account of the Chancellor's statement in the House of Commons in July, and has added that he himself will certainly bear the statement in mind if recommendations are submitted to him.

The council will not ignore his request and the employers' side may well feel they should be careful not to commit themselves in advance. It might be held that they had done so if, before the meeting, the R.H.A. issued a recommendation, however provisional, for an increase in rates that included the effect of the wage proposals now before the industry and bearing the serial number R.H.(71).

This may not be quite the time to seek a large and comprehensive increase in rates. All the same, no haulier ought to hesitate about asking for what he requires.



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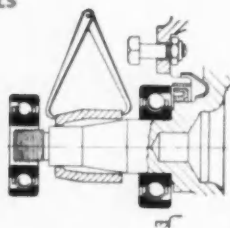
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INSPECTING A USED BEARING

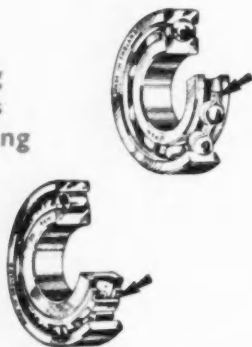
Check mating parts for wear and particularly distance pieces for reductions in length due to bearing creep.



Once a bearing has been removed it can be more closely inspected for any signs of wear or damage. Do not spin it as this will only roll any dirt into the tracks.

Notice particularly if there is any change in the appearance of the outside diameter or in the bore of the bearing. This could mean that it had been turning in an oversize housing or on an undersize shaft, and the bearing faces may have worn away the softer metal of abutting shoulders or distance pieces. The same trouble would still be there even if a new bearing was fitted. It could lead to early failure.

Check bearing cages for signs of wear, rubbing or cracks.



It is sometimes impossible to see why a bearing should be faulty. In such cases the expert and free advice of the bearing manufacturer should be sought.

Avoid further damage to the bearing and do not clean it at all. If the machine or vehicle is still under warranty the bearing should be returned to the manufacturer concerned. Otherwise, return it to wherever it was purchased, together with the fullest possible description of its location, estimated mileage or hours and the reason for removal.

Clean and protect bearings before refitting.



If a bearing has been removed and then passed as fit for further service, it must be carefully washed in clean petrol or white spirit (but not paraffin) and dried in dry compressed air. You can be sure that it is perfectly clean by turning and pressing one ring against the other. Any dirt or dust is easily felt. When the bearing is finally cleaned for use it should be immediately soaked in clean machine oil and wrapped until ready for re-fitting.

Most bearing failures are due to bad working conditions. These notes will help you to enjoy long and trouble-free bearing life. Ask for R&M Bearings to make sure.



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Light Alloy Car Transporter

KNOwn as the Carveyor, a single-deck car transport, with a special type of aluminium superstructure, has been built by the Carter Engineering Co., Ltd., Tamworth, Staffs, for Avon Car Transporters, Ltd., Solihull, to the instructions of Major A. E. Lea, managing director of this company. Evolved for economic operation, the vehicle is based on an Albion Victor chassis of 17-ft. 3-in. wheelbase, equipped with a six-speed overdrive gearbox and hub-reduction gears, will be employed for the transport of Land-Rovers and Rover cars to the docks.

Approximate weight of the superstructure is 11½ cwt., which gives an

The simplicity of the transporter is clearly seen in this fully laden pose.



Sometimes, for better weight distribution, the first vehicle is backed up the ramps to the normal position above the cab, whilst the remaining two vehicles are loaded with their bonnets at the front in the usual way. Special holding-down winches, patented by the Carter company, are employed for securing the vehicles to the ramps, and this enables loading to be completed in about 20 min.

In the main, structural members comprise two 3-in. by 1½-in. by ¼-in. light-alloy channel-section members, riveted back-to-back with Huckbolts, a practice which facilitates the use of standard sections without adding to the weight of the structure or assembly time. This type of member is used for the runners of the superstructure sub-frame (which is secured to the chassis frame by steel U-bolts) and also for the six bolsters of each carrier ramp, the latter being gus-

extend to the underside of the spring hanger brackets to which they are attached, and transfer some of the vertical load to the brackets.

Each carrier ramp is fabricated of two aluminium 3-in. by 3-in. by ¼-in. angle sections on which are mounted ¾-in. corrugated floor sections with a width of 12 in. and an individual length of 8 in., the corrugations being arranged transversely to afford a grip for the vehicle tyres. The ramps are flanked by Dexion open planking of steel construction to provide walkways.

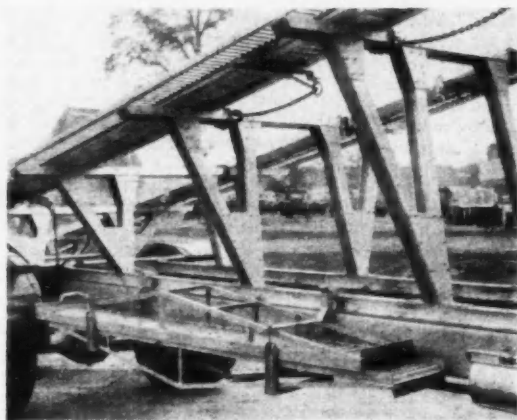
The hinged ramp extension at the rear of the structure is based on aluminium longitudinals, each of which comprises a 3-in. by 3-in. by ¼-in. angle section member riveted back-to-back to a 2-in. by 2-in. by ¼-in. member, the hinges being fitted with steel wearing plates. Each longitudinal is braced by a triangular frame of angle sections, the vertical leg of which bears on a similar member attached to the chassis when the extension is in the lowered position.

Overall length of the vehicle is 29 ft. 11 in., whilst the effective ramp length of the main structure is 30 ft. 4 in. The rear extension adds 4 ft. 6 in. to the length of the ramp and the front extension has a length of 3 ft. The combined ramp length is, therefore, 37 ft. 10 in.

A total of 12 winches are employed, and it is notable that the units have been fully tested in prototype form, fitted to a vehicle in service.

Located transversely under the carrier ramps, the winches are of the screw type and are used to tension the holding-down chains, which are fitted to the vehicle chassis in such a way that tensioning pre-loads the springs. The screw of the winch rotates freely in a channel-section carrier and is threaded through a square nut that is prevented from rotating by the sides of the channel but is free to move axially when the screw is manually operated. A projection of the nut carries the inner end of the chain, the outer end being equipped with a normal type of hook.

R25



The V-type supports show the line of the screw-type holding down winches.

unladen vehicle weight of about 3 tons 18½ cwt. It is estimated that the use of aluminium represents a weight saving of 55 per cent., compared to the weight of a similar all-steel superstructure. The normal load will comprise three long-wheelbase Land-Rovers, each weighing 1 ton 12 cwt. Maximum speed of the vehicle is around 56 m.p.h.

Each of the two 12-in. carrier ramps is supported by V-shaped bolsters, and the absence of vertical pillars above the ramps obviates limitation on the width of the vehicles being transported. A particular feature of the bolsters is their rearward slope relative to the sub-frame, the angle with the ramps being 90 degrees in every case, which affords increased resistance to braking forces.

setted with 10-gauge light-alloy sheet at the top and ½-in. steel plate at the bottom. Steel is used for the lower gusset because it incorporates a bracket section with a compound angle. Light-alloy cross bearers of 4-in. by 2-in. by ¼-in. channel section are fitted to the bolsters, each bearer being supported at four points.

Front end of the superstructure is mounted on two steel tubular members with an internal diameter of 2 in. which are supported on steel brackets designed to match the particular features of the chassis. In the case of the Albion, the lower ends of the tubes are attached to all-welded chassis brackets of the inverted-pyramid type with three webs, the brackets being welded to bracing members of 2-in. by 2-in. by ¼-in. channel section. These

Significant Licensing Cases**By Norman H. Tilsley**

Learning the Hard Way

A SALUTARY lesson was learnt by Mr. C. W. Raikes-May, managing director of Elkstone Quarries, Ltd., of Swindon, when he appeared before the acting Western Licensing Authority, Mr. C. J. Macdonald, recently, to apply for a B hiring allowance to operate 20 tippers to carry his company's goods within 100 miles of Swindon.

The company were due to appear before Mr. S. W. Nelson, the Licensing Authority, to make an identical application last May, but a few days before the application was due to be heard their solicitor met a tragic death and, as a result, the applicants were not present in time for the hearing of their case and the application was refused.

They made a fresh application and, with no legal representation, Mr. Raikes-May appeared in the Cheltenham court to make the second application. The opposition was formidable. He was faced with 15 listed objections from independent operators, plus British Railways, all objectors being represented by advocates seasoned in road transport matters.

It was obvious from the beginning of the case that Mr. Raikes-May was not familiar with licensing court procedure. After formal questions about his company, put by Mr. Macdonald, he was asked to produce certified figures. This he could not do. Instead, he referred the Authority to bulky files containing invoices and other documents. "Asked if he had a statement signed by a chartered accountant showing the amount of business done, Mr. Raikes-May said, "But surely I am the person able to answer all your questions. I am a director and shareholder."

Asked to proceed with his application, he said that his company wanted to hire owner drivers as and when required. When told by the Authority that that was what he was already doing, he replied, "The point is that you cannot always get these vehicles when you want them."

Vague Dates

Asked, then, to produce evidence to prove non-availability of vehicles, Mr. Raikes-May was only able to give vague dates and make general statements. But his troubles were only just beginning. He was closely cross-examined by Mr. I. R. D. Jenkins for the independent objectors, who immediately questioned him about B hiring, with all its implications. I quote below an extract from the cross-examination:

Mr. Jenkins: You want to hire owner drivers under a B licence hiring allowance. That means that the owner driver is not going to be your servant?

Answer: Yes.

Q.: The vehicle is going to be the property of the owner driver?

A.: Yes.

Q.: Well, I may be wrong about this but I suggest to you that that is illegal?

A.: But surely not if it is sanctioned by the Ministry of Transport.

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It was then explained why the Licensing Authority could not sanction anything that was not permitted by the law—vehicles were usually hired without drivers. Mr. Raikes-May reiterated that he wanted, really, to hire owner drivers. There were some 20 or so vehicles in and around Swindon issued with short term B licences and every time a special job came up they had to apply to the Authority for short term licences to do the work.

Said Mr. Macdonald, "You want to embrace the lot. You want to put an umbrella over them and say, 'These are mine.'"

Then Mr. Jenkins suggested that Elkstone did not really want a hiring allowance at all; B licences were the thing. Mr. Raikes-May replied "Yes, to work as and when required for me."

Mr. Jenkins then went on to suggest that the answer was really that Elkstone should be supporting applications made by the tipper operators now running under short term licence, that his company wished to employ.

Not Put Off

But Mr. Raikes-May could not be put off. He, ironically, said that if any of them came into the court they "did not stand a lot of chance." It was not for any specific owner driver that the hiring allowance was wanted. He ended his cross-examination: "I am here to see whether the Licensing Authority will sanction it or not."

Of course, with no certified figures and no supporting witnesses the case virtually ended there. Submissions of no case to answer were successfully made by the objectors. Mr. Jenkins further pointed out section 164 (1) of the Act:—

"Subject to the provisions of this Part of this Act, no person shall use a goods vehicle on a road for the carriage of goods . . . (a) for hire or reward; or (b) for or in connection with any trade or business carried on by him, except under a licence granted under this Part of this Act."

The above subsection is the kernel of the matter but the sting in the tail, so far as Elkstone's application was concerned, is sub-section (3) of the section:—

"For the purposes of this part of of this Act, the driver of a vehicle, if it belongs to him or is in his possession under an agreement for hire, hire-purchase or loan, and in any other case the person whose agent or servant the driver is, shall be deemed to be the person using the vehicle."

If the operators concerned are owner

drivers, they would be operating under the umbrella of Elkstone Quarries and, in those circumstances, they could not possibly be doing the work legally.

Conversely, if the view was taken that the drivers were self-employed and wished to work for Elkstone Quarries, then no grant could be made to Elkstone. The operators themselves would would have to apply for licences.

Nowhere in the Act is there provision for a Licensing Authority to grant a hiring licence, in such general and loose terms as that applied for. Though he refused the application, Mr. Macdonald served out some sound advice to Mr. Raikes-May. He told him to take note of the pamphlets available to prospective applicants and, if necessary, to seek help from the Licensing Authority's office.

He continued, "The fundamental basis of any application must be: 1. What is the quantum of material to be carried? 2. Who does it belong to? 3. Does it require a hire and reward licence? 4. How has it been carried in the past?"

"If you want to go in for a system of hiring, then you have to recognize that you will have to be the employer of the driver—paying National Insurance, P.A.Y.E., and so on."

Mr. Raikes-May came out of the court at Cheltenham a very enlightened man, though without the facilities he hoped to obtain. A further application is to go in to the Western Authority soon, the precise nature of which will be decided after the company have taken legal advice. Whether it will be heavily opposed by tipper operators in the area may depend, I understand, on a meeting that is to take place between the parties.

If the case comes before the Western Authority himself, then evidence of need will have to be good, objectors or no, because Mr. Nelson, a week before the Elkstone case was heard, stated (he was dealing with an application from a Bristol haulier) that he was not satisfied that there was a need for any more tipping vehicles in his area.

The moral to all this is, seek legal advice and, if possible, legal representation.

That Saving Clause

LAST week's issue of *The Commercial Motor* contained a report of a "strike" of owner-driver hauliers working under contract for the Kingsbury Concrete, Ltd., at their Ranskill works in Nottinghamshire. The trouble was over their dissatisfaction at the rates paid by the company which, they contended, were uneconomical at about 8d. per ton below the average for the district.

(Continued on page 195)



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The men concerned had individually signed contracts with the company, on the strength of which they obtained contract A licences to do the work.

It is common knowledge that if one of the contracting parties does not fulfil his part of an undertaking given in an agreement, he stands in breach and the other party can seek legal remedy. On the face of it, it would seem that the hauliers concerned in this dispute, by refusing to place their vehicles at the disposal of the company, could find themselves in trouble—possibly in the civil court.

I am told, however, that there is a clause in the agreements between the hauliers and the company that payment for work shall be "as mutually agreed from time to time between the parties," or words to that effect. If that is so, then the position is very different, and negotiation—collectively or individually—is the only answer.

Some of the hauliers concerned come within the jurisdiction of the Yorkshire Licensing Authority, Major F. S. Eastwood, who at the end of June, almost as if he anticipated trouble of the kind, published a specimen-type contract that, in future, he would require before granting a contract A licence to anybody. Major Eastwood's "contract" contains a clause that does mention—it is clause three—that "The Hirer guarantees, subject to fluctuation of demand for his products and subject to the vehicle being kept in good running order, a minimum monthly payment of £ . . ."

I notice that during July and August, contract A licences were granted to several hauliers authorizing them to carry goods for the Kingsbury Concrete, Ltd. I presume that none of these hauliers are involved in the stoppage!

Continuation Application

AN interesting little decision was delivered recently by Mr. D. I. R. Muir, the Metropolitan Licensing Authority. He had heard an application by Alfred Bell, Ltd., the Newcastle contractors, who were applying for three A licensed vehicles to operate from their London base.

The company had made an application earlier in the year when Mr. Muir granted two vehicles—half the number applied for—stating that he was really uncertain as to the quantum.

Bells immediately put in another application, this time for three vehicles, which they considered to be the balance of the first application, plus an additional vehicle, because of the heavy figures they were able to produce.

When the opposition (the British Transport Commission) heard that, apart from the applicant's own company witness, they proposed to call no supporting evidence, but intended to rely on figures, they became a little apprehensive. Mr. Timmons, on their behalf, submitted that this could not be a "continuation" application. The matter should be treated as a new application for three vehicles and should be dealt with on its merits—in other words, the applicants had to prove need. If they were dis-

satisfied with the decision in the previous application, they should have appealed against it.

In his decision, Mr. Muir told Mr. Timmons that his criticisms should have been directed towards him (Mr. Muir) rather than towards the applicants. It might have been better to have adjourned the previous application. Bells could have brought a witness; but he was not prepared to say that their application must flounder because they had not done that.

The applicants, he said, had rightly construed his decision as an invitation to supplement the evidence given before. "I shall grant two, rather than three, vehicles, to emphasize the fact that I regard this Inquiry as an extension of the proceedings rather than a new hearing,"—very neat, Mr. Muir.

Consequential Penalties

ALTHOUGH not strictly a licensing matter, the recent prosecutions against Siddle C. Cook, Ltd., of Consett, which I reported from Knaresborough, Yorkshire, last week, could well have their sequel in the licensing court.

The cases—the issues have been before the court on two occasions—involve vehicles claimed, at one time, to be tractors and trailers (which, as such, required attendants), but when the magistrates announced last April that they could not find that the vehicles were tractors and trailers, the Northern Licensing Authority, Mr. J. A. T. Hanlon, acting outside his traffic area, himself prosecuted the company before the same magistrates for overloading articulated vehicles—the first time this has ever been done, I understand.

Judgment has not yet been announced, and the matter, therefore, is *sub judice*, and to comment on the facts of the case would be most improper at this stage. There is, however, a little "reading between the lines" to be done.

Mr. Hanlon has yet to give his decision in an application by Cooks who, as long ago as March, applied to transfer special A trailers to their ordinary A licence. He is presumably waiting for the outcome of the prosecutions before giving his decision, and perhaps—as in the Dent revocation case—if the company "go down" at Knaresborough, they will either have their application refused, or they will be served with notices asking them to show cause why their licences should not be revoked or suspended.

Trailer Weights

TRACTORS, trailers and articulated units have figured in the news quite a lot during the past month or so. The latest booklet—volume 31, part 9—of reported Traffic Cases details some nine cases that have been dealt with by the Transport Tribunal. Among the nine is the appeal of the B.T.C. against McKelvie and Co. (B.M. and P.), Ltd.

This concerned an application in respect of seven special A licensed trailers which McKelvie wished to have placed on A licence. In common with many other operators, they had replaced the original trailers with heavier ones. They claimed at a public inquiry that the original special A licence specified the types of trailer and registration numbers only, and did not mention any weights. They were, therefore, entitled to rely upon figures, in support of the application, in respect of the heavier trailers they had been operating. The objectors argued that traffic carried on the heavier trailers ought not to be taken into account, but the Scottish Licensing Authority rejected this contention and granted the application.

Here (said the Tribunal in their judgment) we have to deal with a precise point of the law. "The point of law is a perfectly simple one. When a licence includes a trailer without any reference to the unladen weight, is it wrong for the licensee to use a trailer heavier than one he was using when the licence was granted?" They (the Tribunal) asked themselves what a licence in that form authorized the licensee to do and what vehicle was he authorized to use. They ruled that, provided the operator was only using the vehicle authorized under the licence, he could not possibly be doing anything wrong by using trailers of greater weight.

At the same time, on almost the same day as the Tribunal were giving the McKelvie decision, Mr. T. H. Campbell Wardlaw, in making an application in Newcastle upon Tyne, before the Deputy Northern Licensing Authority, Mr. G. W. Duncan, was urging the same argument in an application by Siddle C. Cook, Ltd., to transfer two special A trailers on to an A licence.

Substantial Opposition

The opposition to this application, and to Mr. Wardlaw's arguments on the subject, was substantial. The objectors argued that the original trailer weights could only be granted. Mr. Duncan refused the application.

The special A licences of Cook's still had some weeks to run at that time and, hearing in the meantime of the Tribunal's decision in McKelvie, Mr. Cook continued to operate heavier trailers—in fact, he fabricated a veritable "giant" for this purpose—and applied again to transfer heavier trailers on to his A licence.

As mentioned previously in this column under the heading "Consequential Penalties," the application came before Mr. Hanlon, who has adjourned his decision until the result of the Knaresborough prosecutions are known.

Up to this time, Mr. Wardlaw, for various clients, had always had to argue that trailers of any size could be substituted for those specified in special A licences where no weights are shown on the application form. He first argued the point at Bishop Auckland as long ago as November, 1959, in an application by J. and C. Elliott (Bishop Auckland), Ltd., who wanted to have licensed one low-loader trailer of an unspecified weight. However, Mr. Hanlon ordered, in the

court, that the weight of the trailer should be inserted, and directed that particulars of trailer weights must, in future, be specified in his area.

But solicitors are always acting under the instructions of their clients, and when H. L. Walker, Ltd., of Thornaby-on-Tees, applied to the Northern Authority at Stockton to vary an A licence by the addition of an articulated unit which, at that time, was specified in a special A licence, Mr. Wardlaw had to face an argument, put up by Mr. Alfred Darley, for H. L. Walker, that the McKelvie appeal decision allowed Walkers to substitute a longer and heavier unit than originally granted to them under special A licence. But in this case the circumstances were slightly different. There was a weight shown on the special A licence, which had been placed there by the Licensing Authority.

The Tribunal, in their summary of conclusions reached after hearing H. L. Walker's appeal, spoke out strongly against the practice of insisting on trailer weights being put on application forms. They said: "The Licensing Authority cannot cut down the rights given by the Act to the holder of a special A licence. He (the applicant) is entitled to use a specified number of trailers and there is no limitation on the weight of any one trailer"—a very rewarding pronouncement to Mr. Wardlaw who, ironically, was in this instance against Walkers.

I should point out that the Tribunal would give no judgment in the Walker appeal because the licence, the subject of the appeal, had expired and another one subsequently granted; the appeal became one against a decision which no longer had effect, and no order made by the Tribunal could have any effect. The Tribunal, however, because a point of law of general importance was raised, stated their opinion on that point of law.

Road and Building Materials Battle

AS clearly illustrated by the previous paragraphs, solicitors are under an obligation to carry out their clients' instructions (after all, they are paid to do so by their clients) and it is not uncommon to find an advocate, in one case, placing before the bench a particular point of view for his client and, then, in the succeeding case, to be arguing against that very point on behalf of another client. It is accepted practice in every court in the Kingdom.

The Commercial Motor recently carried a report of a rather sharp exchange between the Northern Licensing Authority, Mr. Hanlon, and Mr. Campbell Wardlaw during a public inquiry held in Newcastle. The background to the matter is interesting.

In the middle of July a Northern area haulier was prosecuted at Consett, Co. Durham, for carrying goods other than those specified in his licence. The vehicle was restricted to the carriage of, among

other commodities which are not relevant, "building materials." Apparently it was discovered to be carrying various items of steel and steelwork for the Consett Iron Co., and the licence holder was accordingly prosecuted.

The charges were dismissed by Consett magistrates after Mr. Wardlaw, on behalf of his client the defendant, had submitted that the prosecution were unable to prove that the commodities being carried on the vehicle were not building materials.

A few days later at a public inquiry, during two applications made by Mr. Wardlaw on behalf of his clients, Mr. Hanlon referred to the Consett prosecution.

The first application was by Scott and Dixon, of Felton, who were requiring a B licence to carry, among other things, "road and building materials." The reason for the application was to enable Mrs. Dixon to continue a small business that had previously been carried on by her late husband.

Excluded from Licence

At the conclusion of Mrs. Dixon's evidence, Mr. Hanlon said to her: "Madam, do you know that this week a haulier with road and building materials specified on a B licence was charged with carrying defective plate, steel plate, etc., and was acquitted because your solicitor said that it had not been proved that these things were not building materials? So I cannot grant you the licence for road and building materials until you have proved, by producing evidence, or witnesses to show what that means. I am afraid I shall have to exclude that from your licence."

Mr. Hanlon went on to say that he would not grant "road and building materials" until he was satisfied what it meant. If the contention of the defence in the Consett court was correct, "anybody could carry anything." It made a ridicule of the licensing system. The application was granted by Mr. Hanlon, excluding "road and building materials."

Later on in the same inquiry W. Richardson (Forest Hall), Ltd., applied to vary a licence by adding two vehicles to carry among other things, "road and building materials."

Same Line

Mr. Hanlon adopted the same line with the applicant's witness. He said: "You see, your solicitor, who appears for you today, said the traffic examiner was unable to prove that steel plate, etc., and manganese slag, were not building materials."

He continued: "So if I grant you this, it means you can actually carry anything you like—steel scrap, steel plate, flanges—anything you like, and call it building materials." After explaining that he had to have proof of what the building materials were, he said that he could not grant a licence for road and building materials. "If I did, it means you could join the queue at the Consett Iron Co. tomorrow," he added.

It was at this point that Mr. Wardlaw interrupted and told Mr. Hanlon that in Mr. Wardlaw's opinion his remarks were highly improper. Mr. Hanlon told Mr. Wardlaw that he could not address him in such terms, and then instructed the court shorthand writer not to record certain remarks that were "irrelevant to the proceedings."

At this stage, Mr. Wardlaw refused to take any further part in the matter and Mr. Hanlon, after asking certain further questions about road and building materials, delivered a fairly long decision, at the end of which he refused the application.

Meaning Challenged

In his decision, Mr. Hanlon said: "Since 1933, road and building materials have been accepted as having a general meaning. It appears that this is likely to be challenged in the future, as a result of a case which occurred in the Northern area. It is my duty to apply my knowledge to what goes on. I have a responsibility for enforcement through the section which is provided for that purpose, and for the prosecution of people who do not abide by the conditions of licences."

Mr. Hanlon then gave a brief résumé of the case before the Consett justices, and concluded: "It would be quite impossible for me to administer the law, so far as conditions are concerned which involve road and building materials. In the circumstances, therefore, it is necessary for me to ask anybody who says affirmatively, 'I want to carry road and building materials' to prove what it amounts to."

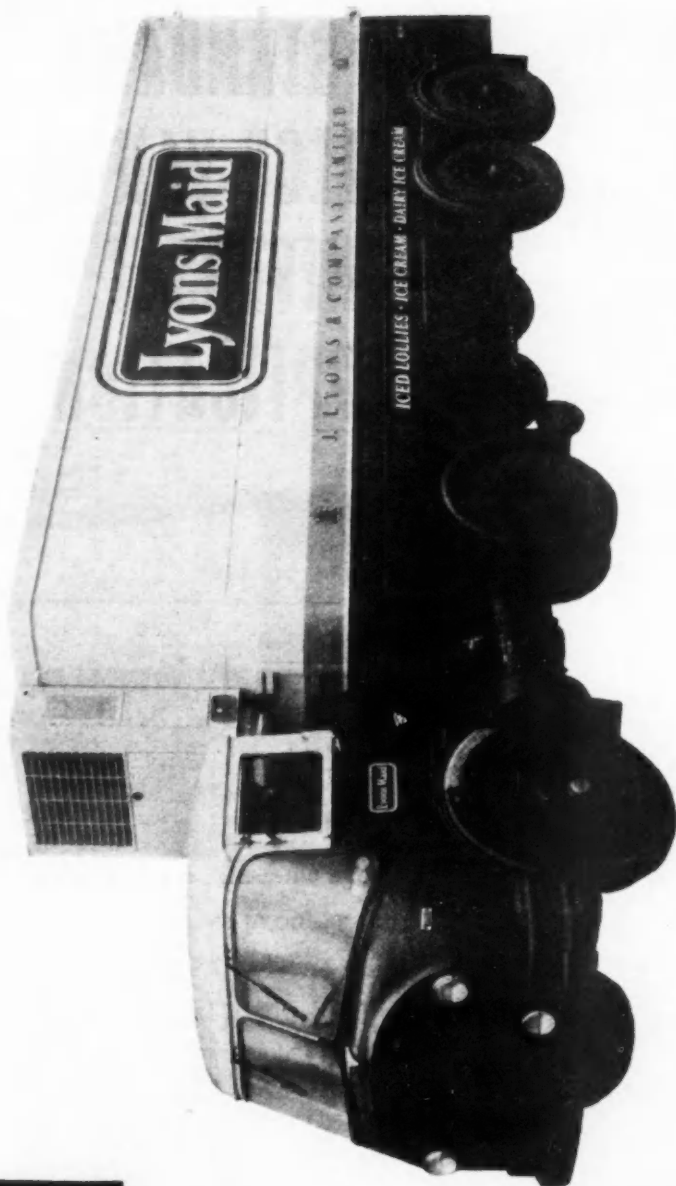
In concluding, Mr. Hanlon said: "Whilst I do not pass any comment on what the justices have done in another place, it is my duty to find out what people want to do; to get declarations from them; and to act on the evidence. I shall have to act on the evidence in the future. That is all I say."

L.A.'s Responsibility

Not only has Mr. Hanlon a responsibility for enforcing the law in his area, he has also to see that his courts are carried on in a dignified and proper manner. To do this, he obviously has the final say in the conduct of the application. The proceedings are public and provision is made for verbatim notes to be taken in order to provide a permanent record in case of an appeal. It is unusual to order the shorthand writer to stop recording the proceedings. To consider, in a licence application, arguments which have been made previously in a different context might be considered as open to question.

Mr. Hanlon's decision not to grant road and building materials without specific evidence will, unless he relents, have to stand—unless and until the question is put to the test before the Transport Tribunal. In the meantime, he has virtually invited every operator, whose licence bears the condition "road and building materials," to carry steel plates, etc.

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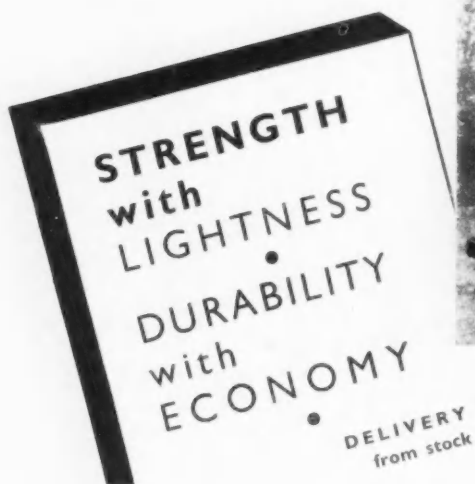
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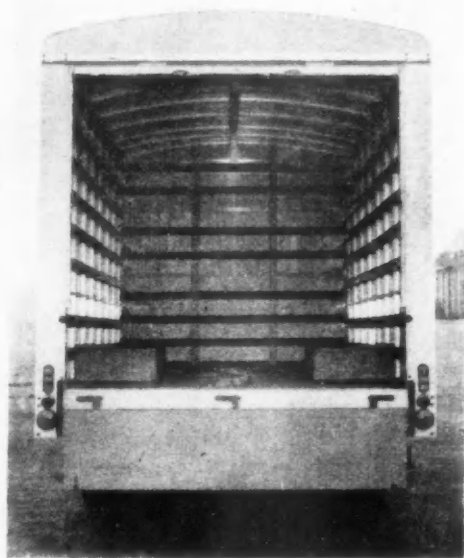


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Expansion Trends in Haulage

"Artic" Tankers and Transporters Sought

LARGEST application this week comes from the North Western area where Vehicle Hire and Supply Co., Ltd., of Ellesmere Port, ask to vary their B licence by the addition of six articulated tankers totalling 90 tons unladen weight. In the same area, Lathams Transporters, Ltd., Preston, have applied for a new A licence to operate three vehicles—two of them are articulated transporters—to carry "mainly products of Sharpe's Commercial, Ltd., as required." Sharpe's manufacture the Bond Minicar.

Among the many tipper applications in the West Midlands *Applications and Decisions* is a fairly substantial variation

to a B licence by W. Groom (Transport), Ltd., who ask for four vehicles for the carriage of demolition and excavation materials.

The South Eastern area "As and Ds" contains two requests from British Road Services to transfer vehicles to Sheerness and Strood, from the Metropolitan area. The largest application from the South East comes from Spelmonden Estate Co., Ltd., of Goudhurst, who seek a new A licence in respect of five vehicles to carry agricultural produce for the Kent Apple and Pear Marketing Organization in England and Wales. This is, in fact, a contract A switch.

NORTH WESTERN

Applications

NW 25 8/1.—**Station Garage (Rishton), Ltd.**, Heywood, new A lic., 1 veh. (30). Bricks, raw and finished goods for textile and carpet industries, machinery, Lancashire, Cheshire, Yorkshire, London area. (Previous base: Rishton, near Blackburn.)

NW 25 8/2.—**Lathams Transporters, Ltd.**, Preston, new A lic., 3 veh. (90) (includes 2 arts. (7½) and 3 tris. (10½)). Mainly products of Sharpe's Commercial, Ltd., as required.

NW 25 8/3.—**E. Gleave, Ltd.**, Northwich, A var., add 1 veh. (40).

NW 25 8/4.—**R. Knowles and Sons (Helmshore), Ltd.**, Ramsbottom, A var., add 1 veh. (20).

NW 25 8/5.—**G. J. Plant, Macclesfield, new B lic.** 1 veh. (40). Concrete aggregates and road stone for and on behalf of Ashton and Holmes, Sutton Sudnas, Macclesfield, to building sites in the Manchester, Knutsford, Macclesfield and Poynton area, and for the Holmes Chapel section of the Cheshire Motorway.

NW 25 8/6.—**O. G. Hodgkinson**, Manchester, new B lic., 1 veh. (10). Newspapers, light furniture, parcels (mainly clothing) within 50 miles.

NW 25 8/7.—**McCormack's Plant Hire**, Oldham, new B lic., 1 T. (3½). Excavating machines and building mats; Church Road site, Upmirell, and Wilfred Street works, to and from other future sites within 100 miles. (Veh. at present specified on C Short Term.)

NW 25 8/8.—**Thomas E. Woodward and Son, Ltd.**, Accrington, B var., add 1 veh. (8½). To be used only when any veh. authorized on A, B or contract A lic. has been temporarily withdrawn from service for maintenance, overhaul or repair.

NW 25 8/9.—**S. Hetherington**, Denton, B var., add 1 veh. (4½) (special type ejector). Solid fuel within 50 miles.

NW 25 8/10.—**Vehicle Hire and Supply Co., Ltd.**, Ellesmere Port, B var., add 6 art. (90) (tankers).

NW 25 8/11.—**K. D. Scott**, Liverpool, B var., add 1 T. (3½).

Decisions

NW 25 8/5.—**W. Reeves and Son (Transport), Ltd.**, Manchester, A var., add 1 veh. (6½), granted.

NW 16/6/7.—**W. G. Trowbridge**, Manchester, new B lic., 1 art. (90). Cars from Rover Co., Ltd., to James Gibbon Motors, Ltd., Glasgow, and to the latter company's distributors and agents, granted.

NW 16/6/12.—**R. Forshaw**, Chorley, B var., add 1 veh. (50). Road making mats, sand and quarry products for Peter Jackson (Quarries), Ltd., within 25 miles, granted.

NW 14/4/9.—**McCarthy Haulage, Ltd.**, Wrexham, B var., add 3 veh. (11½). Lime, fertilizers and agric. products and stone for Adam Lysaue within 60 miles; offal and like commodities of a perishable nature for C. Clutton and Sons, as required, granted.

NW 14/7/12.—**Security Express, Ltd.**, Manchester, B var., add 4 veh. (6½), granted.

NW 16/6/5.—**H. H. Boulton and Co., Ltd.**, Manchester, new B lic., refused.

NW 16/6/4.—**Concrete Products (Bolton), Ltd.**, new B lic., refused.

YORKSHIRE

Applications

Y 30 8/1.—**W. Dearing**, Rotherham, new A lic., 1 veh. (50). G.g. G.B.

Y 30 8/2.—**J. Lambert**, Huddersfield, A var., add 1 veh. (4½). Paper, tubes, wool, shoddy, machinery, building mats, general manufactured goods, London, Kent, Scotland, Midlands, Yorkshire.

Y 30 8/3.—**Hunter of Hull (Transport and Warehousing), Ltd.**, A var., add 2 T. (18½).

Y 30 8/4.—**G. W. Jackson**, Scamers, new B lic., 4 veh. (150). Road and building mats, coal, coke, sugar beet, fish, agric. produce and requisites within 50 miles.

Y 30 8/5.—**B. G. Turner**, Sheffield, new B lic., 1 veh. (4½). Excavated mats, and goods used in the foundation of buildings within 20 miles of Rotherham and occasional journeys with plant breakdowns as required; all in connection with Tarmac, Ltd., contracts.

Y 30 8/6.—**B. and M. Spreaders, Ltd.**, Hull, B var., add 1 veh. (13½). Carriage of lime and fertilizers within 35 miles of Driffield.

Decisions

Y 19/7/1.—**Northern Haulage, Ltd.**, Drighlington, new A lic., 2 veh. (170). Coal, coke, oxide, road and building mats, and site clearance. Mainly Yorkshire and Lancashire, granted. Vchs. to be used only to replace vchs. authorized on contract A lic. during repairs or breakdown.

Y 24/5/9.—**C. L. Metcalfe (Transport), Ltd.**, Cottingham, new B lic., 1 art. (5½). Road and building mats, for Hull Corporation within 15 miles of Hull and to and from Farndale; market garden produce within 10 miles; coal, coke and other goods within five miles of Hull, granted.

WEST MIDLAND

Applications

WM 31 8/1.—**S. Hill**, Brownhills, new B lic., 1 T. (7½). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham Preston Motorway.

WM 31 8/2.—**W. H. Parrott**, Loxley, new B lic., 1 veh. (3½). Sand, gravel, raw mats, within 40 miles.

WM 31 8/3.—**M. K. Robinson**, Stoke-on-Trent, new B lic., 1 T. (3½). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract for John Laing (Construction), Ltd., on the Birmingham Preston Motorway, within 20 miles of Hanchurch.

WM 31 8/4.—**H. Smith**, Walsall, new B lic., 2 T. (6½). Engineering equipment on behalf of Acron (Engineers), Ltd., within 50 miles.

WM 31 8/5.—**N. R. Malcolm**, Worcester, new B lic., 1 T. (4½). Road-making mats, on behalf of A. Monk and Co., Ltd., within 25 miles of Whittington.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

WM 31 8/6.—**W. Groom (Transport), Ltd.**, Birmingham, B var., add 4 T. (14½). Demolition and excavation mats, within 20 miles.

WM 31 8/7.—**S. Washington**, Tamworth, B var., add 1 veh. (50). This veh. to be used while others are under maintenance, to carry building mats, within 100 miles.

WESTERN

Applications

W 29 8/1.—**R. C. Organ**, Drybrook, new A lic., 1 veh. (4½) (bulk grain tanker). Agric. produce and requisites and fertilizers normally within 70 miles.

W 29 8/2.—**W.H.S. Transport, Ltd.**, Gloucester, A var., add 1 veh. (13½) (van). Newspapers, periodicals, books, stationery, toys and sundry allied goods within 60 miles.

W 29 8/3.—**R. S. Norley**, Bristol, new B lic., 1 veh. (2½) (6c). Coal and coke, within 15 miles. (Veh. at present specified in C lic.)

W 29 8/4.—**"Rays"**, Bristol, new B lic., 1 T. (3½). Quarry mats, and building mats, within 25 miles.

W 29 8/5.—**T. Penrose**, Mawnan Smith, new B lic., 1 veh. (15c). Horticultural products on behalf of Sir Francis Taker within 20 miles.

W 29 8/6.—**E. L. Tonkin**, Newquay, new B lic., 1 T. (2½) (tipper). G.g. within 50 miles. (Veh. at present specified in C lic.)

W 29 8/7.—**E. E. Hughes and Son**, Blakeney, B var., vary conditions to read: Caravans within 300 miles.

W 29 8/8.—**W. H. Stephens**, Lanner, B var., add 1 T. (2½) (tipper). G.g. within 25 miles. (Veh. at present specified in C lic.)

W 29 8/9.—**F. L. Gray**, Stratton St. Margaret, B var., add 1 T. (3½). Building and road making plant and mats, within 20 miles.

W 29 8/10.—**Hyde Sand and Gravel Co., Ltd.**, Wareham, B var., add 2 veh. (10½) (6c). Ready mixed concrete within 50 miles.

Decisions

W 11/7/1.—**Harris and Miners, Ltd.**, Boxey Tracey, new B lic., 2 veh. (40). Goods for Candy and Co., Ltd., any distance, collection and delivery of g.g. west of a line Burnham to Lyme Regis as feeder service to and from own vchs., with 1 veh. and small consignments to and from own vchs. as feeder service, Devon, Dorset, Cornwall and part of Somerset with the other, granted.

SOUTH EASTERN

Applications

SE 31 8/1.—**Spelmonden Estate Co., Ltd.**, Goudhurst, new A lic., 5 veh. (20½). Goods, mainly agric. produce for Kent Apple and Pear Marketing Organization, Ltd., mainly England and Wales. (If granted applicant will surrender contract A lic.)

SE 31 8/2.—**British Road Services, Ltd.**, Sheerness, A var., add 3 veh. (15½). (If granted 3 veh. (15½) will be deleted from A lic. held in Metropolitan area).

SE 31 8/3.—**British Road Services, Ltd.**, Strood, A var., add 4 veh. (120). (If granted 4 veh. (120) will be deleted from A lic. held in Metropolitan area).

SE 31 8/4.—**Pharaoh Construction, Ltd.**, Alton, new B lic., 2 T. (6½). Earth moving and collection of ballast, etc., within 25 miles. (Veh. at present specified in C lic.)

SE 31 8/5.—**H. A. Michelfore**, Cowes, new B lic., 1 veh. (30). G.g., excluding furniture, within 100 miles.

SE 31 8/6.—**M. W. S. and V. E. S. Couzens**, Portsmouth, new B lic., 1 veh. (2½). All classes of goods, within 60 miles. (Veh. at present specified in C lic.)

SE 31 8/7.—**S. M. Tidy (Haulage), Ltd.**, Southampton, new B lic., 2 veh. (20½) (tankers). Petroleum products for Shell-Mex and B.P., Ltd., within 120 miles; tar products for South Western Tar Distillers, within 25 miles and 100 miles of Plymouth Railway Station. (If granted applicant will surrender contract A lic.)

SE 31 8/8.—**L. A. Stocker**, Maidstone, B var., add 1 T. (4½). Excavated mats, within 40 miles.

Decisions

SE 20/7/8.—**May's Motors (Transport), Ltd.**, Elstead, new A lic., 2 veh. (11½), 1 art. (4½), granted.

SE 6/7/2.—**B. W. Manser (Haulage), Ltd.**, Hornebridge, A var., add 1 veh. (40), granted.



Planning for Profit

Putting "Pay" Into Payload

This Bonalack light-alloy double-dropside body is mounted on a 13-ft. 6-in.-wheelbase Commer 7-ton chassis and is powered by a Rootes diesel engine. The vehicle is used for transporting feeding stuffs, a Pneumarota being fitted for pneumatic discharge.

Comparative Operating Costs and Revenues of Both 7-ton Tippers and 14-ton Gross Flats Show Savings By Use of Aluminium Bodies

REDUCING operating costs to a minimum is a continuous process for all efficient operators. There can be no finality in this exercise. In an era of successive rises in prices, it is difficult enough for users even to contain these increases within reasonable limits, let alone effect any reduction. This presupposes, of course, that operators are fully informed of the principles of motor vehicle costing, and the relationship between standing and running costs.

Because these two groups of costs are linked together in the total operating cost, the significant factor arises of a reduction in the amount of operating cost per mile as the average weekly or yearly mileage increases. Thus, for example, in the new edition of "The Commercial Motor" *Tables of Operating Costs* the total cost of operating a standard 7-ton oiler is shown as 19.15d. per mile when averaging 400 miles a week, and 15.69d. at 600 miles a week.

Throughout these tables, and indeed any other estimates of operating costs of a similar nature, there is the implied assumption that useful work, at least at the same ratio as before, will continue to be done pro rata as the mileage increases. Although in no way diminishing the value of accurate recording of operating costs, this provides only half the information the haulier wishes to know, namely the balance between revenue and expenditure. By definition a commercial vehicle is operated to provide a service by the carriage of goods or passengers, and in so doing it earns revenue for the professional operator.

Whilst it follows that any modification or adaptation of existing vehicles and bodies to permit the carriage of larger loads will provide the opportunity of increased revenue, it is difficult to give specific examples owing to the great variety of goods and traffic conditions.

TO some extent, however, the employment of a different material—such as aluminium—is so fundamental to a range of vehicles that some comparison at least can be made, albeit somewhat hypothetical, with similar vehicles fitted with standard bodies.

As typical examples of the advantages likely to be gained by the use of this material in relatively standard vehicles, I have chosen alternatively the 7-ton tipper and a maximum-load 14-ton platform vehicle. The reason for this choice is that whilst the 7-ton tipper provides the opportunity to endeavour to estimate operating costs under conditions of heavy usage, the type of work envisaged for the maximum-load four-wheeler is general haulage in which only normal wear of the platform is anticipated. All four vehicles are assumed to be fitted with oil engines.

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Dealing first with the standard-bodied 7-ton tipper, it will be assumed that it is in the quantity-produced range, for which the initial outlay is £1,450. Complete with standard body and tipping gear, the unladen weight would be around 3 tons 12½ cwt., incurring an annual licence duty of £55 10s. at the new rates. Making a slight addition for a proportion of the carrier's licence fee, the equivalent standing cost per week in respect of licences would then be £1 3s. 10d.

A driver's wages are reckoned to cost the employer a total of £10 3s. a week. This is based on the minimum remuneration for a 44-hour week payable to a driver located in a Grade 1 area as defined by the Road Haulage Wages Council Regulations R.H. (70), which still apply although new proposals in R.H. (71) have been submitted to the Minister.

Rent and rates in respect of garaging are nominally assessed at 12s. 11d. a week, although it is appreciated that this type of vehicle is often left out in the open. As a similar cost is included in the other three examples, the comparison would not be invalidated if in fact no garaging cost were incurred.

COMPREHENSIVE insurance cover is assessed at £127 4s. a year, the equivalent of £2 10s. 11d. a week. As with all standing costs, this latter amount is calculated on the basis of a 50-week year, so as to allow for two weeks either for drivers' holidays or major overhaul.

Interest charged on the initial outlay of £1,450, at a nominal rate of 5 per cent., would add £1 9s. a week, giving a total for these five items of standing costs of £15 19s. 8d. As this vehicle will normally be engaged on short-distance work, it will be assumed that a moderate weekly mileage of 400 is averaged, with a resulting standing cost per mile of 9.59d.

It will be assumed in all four examples that the operators purchase fuel in bulk at 4s. 1½d. a gallon, which amount includes the recent increase of 3d. per gallon in the fuel tax as announced in the "Little Budget" of July 25. Because of the type of work on which it is engaged, a rate of fuel consumption of 13 m.p.g. will be assumed, so giving a fuel cost per mile of 3.83d. Lubricants are reckoned to add 0.25d. and tyres 1.79d. per mile. This latter calculation is based on a cost per set of £186, with a 20 per cent. addition to the normal cost because of heavy usage. Maintenance at 3.29d. per mile also includes an addition of 20 per cent. for the same reason.

To obtain the amount to be written off as depreciation, the cost of the original set of tyres is deducted from the initial price of the vehicle, followed by a further reduction in respect of the ultimate residual value, nominally assessed at 10 per

(Continued on page 199)



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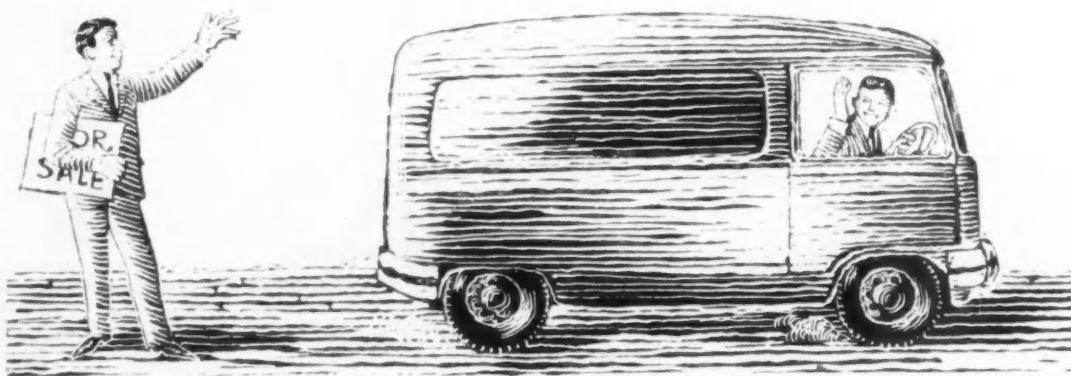


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cent. With an assumed mileage life of 100,000, the depreciation cost per mile is then 2.68d. Total running cost per mile thus becomes 11.84d. which, when added to the standing cost per mile of 9.59d., gives a total operating cost per mile of 21.43d. Still assuming a weekly average of 400 miles, the running cost per week becomes £19 14s. 8d. and total operating cost £35 14s. 4d.

A similar chassis fitted with an aluminium tipper body would cost around £100 more, giving a total initial price of £1,550. The unladen weight, however, is reduced by 10 cwt. to 3 tons 2½ cwt., with a corresponding reduction in the annual licence duty to £46, the equivalent of 19s. 5d. a week.

Wages remain the same as before at £10 3s. a week (this amount again including the employer's contribution to the new Graduated Pension and National Insurance and voluntary indemnity insurance as well as an allowance for holidays with pay). Rent and rates also remain the same at 12s. 11d. a week, as does vehicle insurance at £2 10s. 11d. Because of the slight increase in the initial outlay, the item of interest is increased to £1 11s. a week, giving a total standing cost of £15 17s. 3d. a week, or 9.52d. a mile.

The cost of fuel consumption would again be reckoned at 3.83d. per mile. In the hypothetical example which will be shortly given of the traffic carried by these two tippers, it will be assumed that they are fully loaded on the outward journey and empty on the return. Whilst some operators claim that, because of the lower unladen weight, economies can be achieved in fuel consumption on these return journeys, a more conservative approach is adopted here. For the record, the corresponding fuel cost at 13.5 m.p.g. would be 3.69d., and at 14 m.p.g. 3.55d.

LUBRICANTS are reckoned to remain the same at 0.25d. and tyres at 1.79d., though here again some operators claim a slight reduction in costs when using aluminium bodies.

There will undoubtedly be a saving in maintenance costs by the use of aluminium for tipper work, for several reasons. It is not unusual under certain types of operation for a wooden tipper body to require virtually rebuilding in a year or so, with the renewal of steel floor plates being necessary at three-yearly intervals.

Moreover, when steel tippers are left out for any reason even when there is no rain, the resulting moisture which condenses on the metal can cause corrosion of the steel. This corrosion is usually worn off with the next load dropped into the vehicle, with a continuing deterioration of the body. Incidentally, although no allowance has been made for the possibility in this comparison, some operators might feel justified in housing aluminium-bodied tippers in the open, and so reducing or eliminating the garage cost which would other-

wise be necessary in housing standard bodied vehicles.

Solely on the point of maintenance, this item of cost will be reduced to 3.01d. a mile when this 7-ton tipper is fitted with an aluminium body. This reduction, however, is co-related with the anticipated increased life of the vehicle as a whole, which is reflected in the reduced depreciation cost per mile of 1.87d. (as compared with 2.68d. previously). This reduction is obtained by a 50 per cent. increase in the life of the body together with a nominal allowance in respect of the scrap value of the actual aluminium, which at present prices would be £180 a ton. This would apply, of course, even though the body itself was no longer of use for the purpose for which it was built.

The total running cost per mile for this 7-ton tipper with aluminium body would thus be 10.75d., and the total operating cost 20.27d. per mile. The total costs of operating this 7-tonner 400 miles a week are, therefore, £33 15s. 7d., as compared with £35 14s. 4d. for the steel-bodied version.

ANY assumption relative to the traffic carried must be largely hypothetical, and it will be reckoned here that during the week 20 full loads are taken in one direction only at a nominal rate of 12s. 6d. a ton. Assuming, also, that the vehicle is operated within the manufacturer's recommendations relative to the load carried, the standard-bodied tipper would then move 140 tons during the week, so earning a revenue of £87 10s. To offset this would be the basic operating cost just determined of £35 14s. 4d., leaving a balance of £51 15s. 8d. from which overhead costs and profit margin would have to be met by the professional haulier.

With the aluminium-bodied tipper, 7½ tons a trip would be possible, so giving a weekly tonnage of 150. This would give an increased revenue of £93 15s., against which a reduced operating cost of £33 15s. 7d. would have to be met, leaving a balance of £59 19s. 5d. Compared with the balance resulting from the operation of the standard-bodied 7-tonner, this shows an additional margin of £8 3s. 9d. a week, the equivalent of £409 7s. 6d. over a 50-week year.

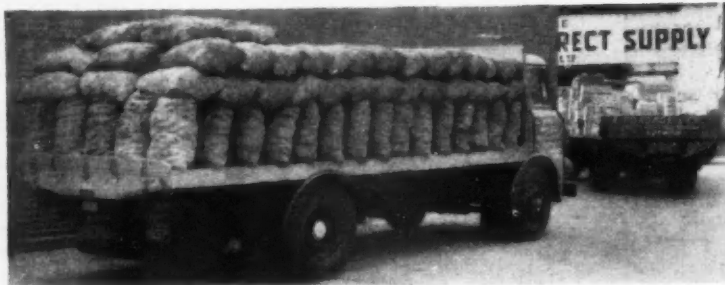
In post-war years, there has undoubtedly been a substantial increase in the use of aluminium in the construction of boxvans, pantechnicons and bulk vehicles of many types. Solely for the reason of weight reduction this is understandable because the advantages are relatively greater because of the increased unladen weight of these special types of vehicle as compared with the standard platform body, whatever the type of material employed.

But because of its versatility and simplicity of construction, the platform-bodied vehicle represents a major proportion of all goods vehicles. Whilst the adoption of aluminium construction would not involve, individually, any appreciable amount of aluminium, its more general use in the construction

PROPERTIES OF ALUMINIUM COMMONLY USED IN COMMERCIAL VEHICLES

Material designation	Nominal composition	Form	0.1% Proof stress (tons/in ²)	Mechanical Properties	
				Tensile strength (tons/in ²)	Elongation % on 2 in.
B.S. 1470—SIC	Aluminium 99%	Sheet	2-8 ¹	6.5-9 ¹	3-30 ¹
B.S. 1470—N53	1½% Manganese	Sheet	3-11 ¹	7.5-12 ¹	3-30 ¹
B.S. 1470—N54	2½% Magnesium	Sheet	9-12 ¹	11-15 ¹	18-5 ¹
B.S. 1476—NE4	2½% Magnesium	Section	—	11	18
B.S. 1470—N55	3½% Magnesium	Sheet	Up to 11 ¹	14-17 ¹	18-8 ¹
B.S. 1476—NE5	3½% Magnesium	Section	—	13-14 ¹	18
B.S. 1477—NP5/6	4½% Magnesium	Plate	7-8 ¹	17	18-12 ¹
B.S. 1470—HS30	Magnesium—Silicide	Sheet	16 ²	19 ²	8 ²
B.S. 1477—HP30	Magnesium—Silicide	Plate	15 ²	19 ²	8 ²
B.S. 1476—HE30	Magnesium—Silicide	Section	15-16 ^{2,3}	18-20 ^{2,3}	10-7 ^{2,3}
B.S. 1490—LM4	3% Copper 5% Silicon	Casting—Sand —Chill	5 5	9 11	2 2
B.S. 1490—LM6	12% Silicon	Casting—Sand —Chill	3.5 4.5	10.5 12	5 7
B.S. 1490—LM8	Magnesium—Silicide	Casting—Sand —Chill	14 ³ 14 ²	15 ² 18 ²	2-5 ²

N.B. These values are for guidance only. For full design information refer to appropriate British Standard.
¹ According to temper. ² According to size. ³ Fully heat-treated.



This Albion Chieftain of E. Pordage and Co., Ltd., Norwich, fruit and vegetable merchants, has a Bonallack light-alloy flat platform body. Covered in Dekaloy light-alloy, the floor length is 18 ft. 6 in. and the overall width is 7 ft. 6 in.

of platform-bodied vehicles would undoubtedly substantially increase the overall consumption of this material.

Although aluminium is being increasingly used in the construction of platform-bodied vehicles, many operators at present probably consider that the savings to be gained in this particular type of vehicle are negligible. I have, therefore, deliberately chosen as the second example of comparative operating costs, a 14-ton-gross rigid four-wheeler with alternatively standard or aluminium platform body. Further, and so making the comparison less favourable to the new material, it will be assumed in both cases that the vehicles are employed on general haulage where rough usage is not normally encountered. As a result, the additional strength which aluminium would provide would not be taken advantage of, at least to the full.

Dealing first with the standard-bodied 14-tonner, it will be assumed that the total initial outlay amounts to £3,037. With an unladen weight of 4 tons 15 cwt., an annual licence duty of £78 would be incurred, giving an equivalent standing cost per week of £1 12s., inclusive of a slight addition representing a proportion of the carrier's licence fee. As the payload in both cases will be under 10 tons, the cost to the employer of driver's wages remains the same at £10 3s. since the same group of rates laid down in R.H.(70) applies, namely with carrying capacities over 5 tons and up to 10 tons.

Because of the increased dimensions of this larger vehicle, cost of rent and rates in respect of garaging will be nominally increased to 13s. 6d. a week. Due to the increase in both the initial outlay and carrying capacity, the annual premium for comprehensive insurance cover will now amount to £166, the equivalent of £3 6s. 5d. a week. Interest charges will be £3 0s. 9d. a week, giving a total of £18 15s. 8d. for the five items of standing costs.

As this particular type of vehicle would normally be employed on medium- or long-distance work, it would be more realistic to assume a higher weekly average mileage than that chosen for the 7-ton tipper. It will therefore be reckoned at 800 miles a week, so giving a standing cost per mile of 5.63d.

With oil fuel purchased in bulk as before at 4s. 1½d. per gallon, but with a reduced rate of consumption of 12 m.p.g., fuel costs per mile would then be 4.15d. Lubricants are reckoned to cost 0.26d. per mile and tyres 1.82d. based on a cost per set of £304. Maintenance, inclusive of washing, servicing and repairs is reckoned to cost the equivalent of 2.58d. a mile.

CALCULATING the amount to be written off in the same manner as before gives a total of £2,429. But because we are now dealing with a quality-produced vehicle, the mileage life will be conservatively reckoned at 300,000, so giving a depreciation cost per mile of 1.94d.

The total running cost is therefore 10.75d. per mile, or alternatively £35 16s. 8d. a week, still assuming, of course, an average weekly mileage of 800. Correspondingly the total operating cost becomes 16.38d. per mile or £54 12s. 4d. a week.

When this maximum load four-wheeled chassis is fitted with an aluminium platform body it will be assumed that the initial outlay is increased by £50 to £3,087. The saving in weight is nominally estimated at 7 cwt. so reducing the unladen weight to 4 tons 8 cwt., and correspondingly the annual licence duty to £72. This is the equivalent of £1 9s. 8d. a week.

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The next three items of standing costs remain the same, namely wages £10 3s., rent and rates 13s. 6d. and insurance £3 6s. 5d. a week. There is, however, a slight increase in the interest charge which now becomes £3 1s. 9d. a week because of the higher initial outlay. The resulting total standing cost is £18 14s. 4d. a week.

Despite slight savings which some operators might obtain in fuel and tyre costs because of the reduced unladen weight when running empty, it will be assumed here that the first three items of running costs remain the same as with the standard-bodied vehicle, namely fuel 4.15d., lubricants 0.26d. and tyres 1.82d.

Because both these 14-tonners are assumed to be employed on general haulage, the proportional saving on maintenance costs because of the aluminium construction is reduced as compared with the 7-ton tippers, and it will be assumed that the maintenance cost per mile for the 14-tonner with aluminium platform body will be 2.45d.

As stated earlier, this particular example has been chosen as representative of operating conditions least advantageous to exploiting the advantages obtainable from the use of aluminium, and therefore because a vehicle life of 300,000 miles has already been assumed for the standard-bodied version, no increase in this total will be made when fitted with an aluminium body. However, a slight increase in the residual value on account of the ultimate scrap value of the aluminium offsets the increase in the initial outlay, with a resulting depreciation cost per mile the same as before, namely 1.94d.

The total running cost for this maximum-load four-wheeled rigid, fitted with aluminium platform body, when averaging 800 miles per week, is therefore 10.62d. per mile or £35 8s. a week. The total operating cost then becomes 16.23d. per mile or £54 2s. 4d. a week.

ANY estimation of likely weekly revenue from a vehicle engaged on this type of work must be arbitrary in the extreme, and the following assumptions are made as an indication of the manner in which savings could be effected rather than that undue importance should be attached to the amounts.

Unlike the previous examples concerning tipper work, it will be assumed that the vehicles do not return empty. As an arbitrary generalization it will be assumed that three outward journeys a week are made, with the vehicles loaded to their maximum legal gross weight, whilst a nominal 5 tons is carried on each of the three return trips. It will also be assumed that the rate both outward and return is 50s. a ton.

Dealing first with the standard-bodied version, the unladen weight is reckoned to be 4 tons 15 cwt. Allowing a further 10 cwt. for fuel and other equipment not included in the unladen weight, leaves a margin of 8 tons 15 cwt. as payload. A total quantity of 26 tons 5 cwt. would then be moved on the three outward journeys, plus a nominal 15 tons on return, giving a total for the week of 41 tons 5 cwt. At an overall rate of 50s. a ton this would provide a weekly revenue of £103 2s. 6d. As the total operating cost per week is £54 12s. 4d., this provides a balance of £48 10s. 2d. to meet overhead costs and provide a margin for profit.

Applying similar calculations to the aluminium-bodied version, the reduced unladen weight of 4 tons 8 cwt., plus the same margin of 10 cwt., making 4 tons 18 cwt. in all, provides a balance for payload of 9 tons 2 cwt. As a result, 27 tons 6 cwt. would then be carried on the three outward journeys and the same 15 tons on the return, making a total of 42 tons 6 cwt. The resulting revenue at the same rate as before is then £105 15s., out of which total operating costs of £54 2s. 4d. leave a balance of £51 12s. 8d. This is an increase of £3 2s. 6d. a week over the standard-bodied version, or £156 5s. a 50-week year.

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5-CWT.	MORRIS 1961 1000 Van; Grey; Passenger Seat; Very Clean; One Owner; 3,000 Miles only. Seen London	£345
8-CWT.	COMMER 1959 (December) "Express Delivery Van"; Antelope; Heater; 12,300 Miles. Seen London ..	£285
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7-TON	TRADER 1959 6D Dropside Truck with heavy duty tyre equipment. Very useful vehicle. Seen Birmingham	£575
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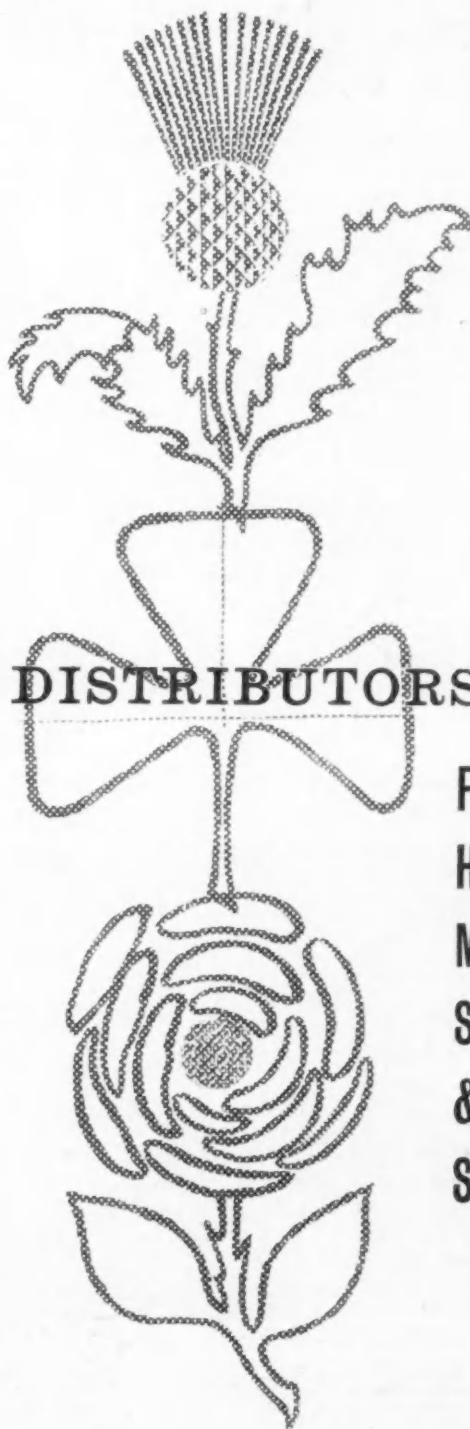
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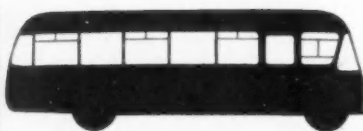
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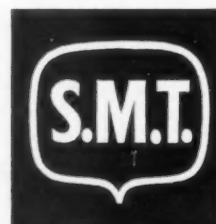
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UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, repainted, £140. 3-ton vans, roller shutter rear doors, £150. L. W. Vass, Ltd., Ampthill, Bedford, Ampthill 3255. 925-905

NEW AUSTIN 7-ton 160-in. wheelbase, extras.

NEW AUSTIN 4-ton chassis and cab, diesel.

NEW AUSTIN 3-ton chassis and cab, diesel.

NEW AUSTIN 2-ton chassis and cab, diesel.

1958 AUSTIN 7-ton tipper.

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VINCENTS OF YEOVIL, LTD., Yeovil 2091. 925-154

1958 AUSTIN 7-tonner, 5.1-litre diesel, long wheelbase, power steering and 2-speed axle, platform body, good condition all round, sacrifice price, £395.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 925-186

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Used Goods Vehicles (contd.)

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HARDMAN STREET, DEANSGATE, MANCHESTER, 3.

1960 AUSTIN Omnicoches, choice of several, all with very low mileages and offered in new condition, from £425.
1959 AUSTIN P.S.V. Omnicoch, excellent condition throughout, £450.

1959 AUSTIN Omnivan, renovated, finished in grey, £295.

ALL THE ABOVE VEHICLES CARRY OUR SIX MONTHS' GUARANTEE.

AUSTIN short-wheelbase forward-control tractor chassis and cab, makers 6-cylinder diesel engine, used by contractors only, for the conveyance of new cars, unregistered, £425.

HIRE-PURCHASE. PART-EXCHANGES.

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Phone, Leabrooks 477.

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1953 AUSTIN A40 boxvans, clean, smart, good tyres, from £100-£130. Edgware 2572. 925-59

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WHERE STATED.

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1955 AUSTIN LD2 1½-ton B.M.C. diesel van, £245.

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1957 AUSTIN 3-ton B.M.C. diesel forward-control boxvan with side-lading shutters, £275.

1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase drop-side truck (slightly reconditioned engine), guaranteed, £655.

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EDGWARE ROAD, LONDON, N.W.9.

Hendon 6500. 925-62

1956 AUSTIN 5-ton boxvan, above average condition, £115. Edgware 2555. 925-365

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1957 AUSTIN 152 J-type 1500 pick-up truck, 33,000 miles, one owner, recently repainted, good tyres all round, ready for work, £225. Riverside 1998 or 7737. 925-881

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MAIN RETAIL DEALERS FOR AUSTIN
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NEW LUTON VANS FOR IMMEDIATE DELIVERY.

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AUSTIN B.M.C. 1955 7-ton tipper, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel body with 4-ft. fixed sides. Ready for immediate work.
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NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.
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1960 AUSTIN 15-cwt. van, heater, £325.

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HAMILTON MOTORS (LONDON), LTD.
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

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NEW BEDFORDS for immediate delivery
CA Vans, diesel and petrol.
4-TON chassis-cab and trucks.
-TON, all models.

1959 BEDFORD 102-in. wheelbase Kenchuck, green and white, heater, £445.
1955 BEDFORD Dormobile, grey, good mechanical condition, good tyres, £225.

1961 BEDFORD 102-in. 15-cwt. van, painted passenger seat, taxed year, £425.

1956 BEDFORD 25-cwt. Spurlins van, blue, excellent order, £250.

1956 BEDFORD 5-ton boxvan body, overhauled and repainted, good tyres, £385.

1956 BEDFORD 5-ton long-wheelbase truck, P6 diesel, good mechanically, repainted, £175.

1957 BEDFORD 7-ton long-wheelbase truck, R6 diesel, overhauled and repainted, £595.

1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good body, £375.

1960 BEDFORD 7-ton extra-long-wheelbase drop-side truck, 9.00 x 20 tyres, new body, £995.

1959 BEDFORD 5-ton short-wheelbase tipper, good gear and body, good tyres, £250.

1958 BEDFORD 7-ton forward-control tipper, Leyland Comet engine, steel body, £795.

1956 BEDFORD 7-ton tipper, R6 engine, long-wheelbase body, overhauled, £495.

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LONDON, W.2.

AMBASSADOR 7211, PADDINGTON 0022-8,
925-96.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

BEDFORD 7-ton 18-ft. truck, 1960, 18,000 miles, perfect condition, £600. Phone Puffley 5108.

1958 Short-wheelbase BEDFORD, U-shaped body, 100 diesel, £275.

R. JUSTICE, Winter Clothes, Underwood, Notts. Phone, Langley Mill 3182.

1953 5-ton A-type BEDFORD, petrol, £225.

E. J. BAKER AND CO. (DORKING), LTD.
Phone Dorking 1822 ext. 19.

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Used Goods Vehicles (contd.)

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1956 BEDFORD 5-ton petrol truck.

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FROM £100.

OTHER MAKES AND MODELS ALWAYS AVAILABLE.

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BEDFORD RECONDITIONED ENGINES

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NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

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BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER SUBJECT TO REMAINING UNSOLD. THE FOLLOWING—

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NEW BEDFORD 10-cwt. J.O.P. pick-up.

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NEW BEDFORD 15-cwt. Cathorpe caravan, blue and cream.

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NEW BEDFORD 10-ton forward-control tractor, 100 diesel, 5-speed gearbox, air brakes and Scammell coupling.

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1956 BEDFORD 7-ton platform, diesel, £425.

1956 BEDFORD 10-ton tractor unit, diesel, £525.

1955 15 BEDFORD 15-cwt. CA Vans, from £195; choice of four.

1955 BEDFORD 10-cwt. boxvan, petrol, £300.

1956 BEDFORD 30-cwt. Spurling van, £250.

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HARLOW, ESSEX.

Phone, Potter Street 121

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BEDFORD Luton-type van, 1955, excellent condition, body 16 ft. by 6 ft. 6 in. Westons Motors, Ltd.

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1959 BEDFORD Leyland diesel 7-cu.-yd. all-steel, bodied lorry, £825.

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1954 8-TON BEDFORD diesel artic., fitted with Scammell coupling, rear, excellent condition, £325.

1957 14-TON BEDFORD diesel truck, green, £325.

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LONDON ROAD, ROMFORD, ESSEX.

Phone, Rom 42424

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201 SOUTHRURY ROAD,
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1957 (Late) BEDFORD 3-ton truck, 18,000 miles, petrol, immaculate condition.

1956 BEDFORD 35-cwt. van, petrol, one owner, repainted green, £175.

1956 BEDFORD 5-ton boxvan, P6 diesel, shutter to rear and near side, one owner, painted blue, £320.

IMMEDIATE DELIVERY.

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Used Goods Vehicles (contd.)

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BEDFORDS ARE OUR BUSINESS

BOXVANS, Luton vans, pantechnickons, tippers, trucks and articulated vehicles. Special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

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NEW BEDFORD 4-ton normal-control 1,000-cu.-ft. Luton van, diesel.

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NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD TK 7½-ton long-wheelbase chassis-cab.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12-ton and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

NEW BEDFORD 12-seater conversions, most models available.

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

1955 BEDFORD 5-ton P6 diesel long-wheelbase truck, £195.

1958 BEDFORD 7-ton diesel truck, 2-speed axle 19-ft. body, £695.

PART-EXCHANGES? Certainly! Hire-purchase terms.

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186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

1955 BEDFORD 10-12-cwt. van, diesel engine fitted 19-ft. special body, newly painted, £415.

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1959, August, S-type BEDFORD Balco, 300 diesel, 21-ft. platform, 900 x 20, very clean, £175.

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NEW BEDFORD 7-ton S-model tipper, standard Bedford body, 2-speed axle, 9.00 x 20 tyres.

NEW BEDFORD 7-ton TK tipper, 5-speed gearbox, diesel engine.

NEW BEDFORD 4-ton TK with Luton van body in aluminium, diesel engine.

NEW 7-TON TK BEDFORD chassis-cab, 167-in. wheelbase, 2-speed axle, 9.00 x 20 tyres.

QUALITY used BEDFORDS

1960 BEDFORD 8-ton tractor, diesel, 2-speed axle, Scammell coupling, cost over £1,300 new, no part-exchanges, our price £590.

1960, June, BEDFORD 10-ton tractor unit, 22,000 miles only, S.A.E. coupling, 8.25 x 20 tyres, £825.

23-FT. Scammell trailer, 9.00 x 20 tyres, £340.

1959 BEDFORD 7-tonner, normal-control cab, 2-speed axle, diesel, Balco extension giving platform length to 19 ft., cost £1,600 new, one owner, one driver from new, our price £675.

1956 BEDFORD 5-ton, petrol engine, Balco extension to 19 ft., platform, side L-licence operation only, £275.

1956 BEDFORD 5-ton, P6 diesel flat platform, one owner only, recently repainted, £275.

1950 BEDFORD 5-ton platform vehicle, P6 diesel, very clean for year, £225.

COUNTY ROAD.

ORMSKIRK

Phone, Ormskirk 2751-2-3.

K.J. MOTORS, LTD.

MAIN VAUNHALL-BEDFORD DEALERS.

1955 BEDFORD 5-cu.-yd. petrol drop-side metal tipper, one owner, choice two, £295.

1956 BEDFORD 5-cu.-yd. petrol drop-side tipper, one owner, £315.

1959 BEDFORD CAS and CAL vans, excellent condition, one owner, £325.

NEW vehicles for immediate delivery.

CA Vans, long and short wheelbase.

15-CWT. builder's truck, £550.

BEDFORD 4-ton TK chassis-cab, £940.

WIDMORE ROAD, BROMLEY

RAVENSBORNE 3456 (10 LINES).

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1959 BEDFORD 15-cwt. van, new tyres, will paint to customer's choice of colour, small mileage and no dents. £265.
1956 BEDFORD A-type 5-ton long-wheelbase, P6 engine, fixed-side steel tipping body. £275.
1956 BEDFORD 7-ton long-wheelbase S-type, petrol engine, standard drop-side body. £260.
1955 BEDFORD 7-ton short-wheelbase S-type, petrol engine, steel tipper, £260.
LONDON ROAD, STAPLEFORD, CAMBS.
 Phone, Shelford 3017. 925-285

1956 BEDFORD S-type tractor unit, Scammell fitted good condition, £415. Arnold 7771. 925-328

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 REMINGTON STREET,
 CITY ROAD, LONDON, N.1.
 Phone, Clerkenwell 7456.
 BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in.-wheelbase diesel vans, ex stock.
NEW BEDFORD 15-cwt. 102-in.-wheelbase and 90-in.-wheelbase petrol vans, immediate delivery.
NEW BEDFORD 12-ton tractor unit, 350-cu.-in. engine, early delivery.
NEW BEDFORD 4-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.
NEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.
1957-59 BEDFORD CA vans, good condition, from £150.
 FOR immediate delivery of the above new BEDFORDS PLEASE phone Clerkenwell 7456.
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MAIN DEALERS

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1950 BEDFORD-TYPE Luton pantechon, 1,000 cu. ft., excellent order throughout, £175 each.
55-61 LONDON STREET,
CHERTSEY.
 Chertsey 2391. 925-400

BEDFORD 15-cwt. long-wheelbase van, 1960, painted blue and unlettered.
THE RELIANCE GARAGE CO. (BRIGHOUSE),
 1 Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077. 925-393

1958 BEDFORD (petrol) 4-ton forward-control platform truck (two, from £450).
NEW BEDFORD TK TIPPERS.
 120-IN. AND 151-IN. WHEELBASE,
 AVAILABLE FOR IMMEDIATE DELIVERY.
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 PRESTON
 Preston 4964. 925-214

1960 BEDFORD 7-ton (diesel) long-wheelbase truck. £760.
1956 BEDFORD diesel R6 chassis and cab. £175.
1953 BEDFORD 7-ton long-wheelbase truck, petrol. £200.
ERRINGTON, Evington, Leicester. Phone 38102-3. 925-506

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WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Row Rd., E.3. Advance 5242-3. 222-734

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 71 GREENWICH SOUTH STREET,
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 Greenwich 2033-4. 222-894

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B.M.C.
B.M.C. 1959 7-ton long-wheelbase, light alloy 18-ft. body, 2-speed axle, owner-driver.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 925-166

1959 B.M.C. 7-ton 20-ft. drop-side truck, high sides, glass-fibre cab, many extras, £895. Wray Park Garages, Ltd. Reigate 2263. 925-302
1956 B.M.C. 5.1-litre diesel tractor units, fitted with boxvan semi-trailers, approximately 850 cu. ft., vertical landing gear, fifth-wheel coupling, in good condition, ex C-license user, £500 each, o.n.o. Two available. Hibberd and Sons, Ltd., Coventry 72255-6-7. 925-406

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1953 COMMER QN light alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-906

1959 COMMER T51 articulated tractor unit, fitted with air brakes, 5-speed gearbox, fifth-wheel coupling and mounted on 9.00 by 20 tyres, in first-class running order, one owner only. Further information from **MARTIN WALTER, LTD.,** St. George's Place, Canterbury. Phone 4282. 925-637

1960 T51 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 925-20

1957 COMMER T51 7-ton tipper, 9.00 x 20 tyres, helper springs, wood body, £450.
H. KENDRICK, LTD., Carters Green, West G. Bromwich 0778. 925-111

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572. 925-104

COMMER 7-ton long-wheelbase 1959 T51 alloy U-shaped tipper, small mileage, £600.
MEADWAY SPARES, Bordesley Green Rd., Birmingham 9. Vic 4933. 925-63

COMMER 30-cwt. coachbuilt baker's van, unregistered, cost £540, for sale at £375.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 925-167

1958 COMMER 7-ton T51, 23-ft. platform, 8.25 x 20 12-ply tyres, excellent tyres, clean condition, £800.
COX AND CO. (LEEDS), LTD., Regent St., Leeds, 2. Phone 31914 (six lines). 925-224

1960 (Late) COMMER Unipower 6-wheeler with other extras, low mileage £1,275.

1960 (Late) COMMER T51 10-yd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc. £925.

1958 COMMER T51 6-wheeler, 22-ft. drop-side body, air brakes, heater, etc., in excellent running order, £750.

1958 COMMER T51 4-wheeler, 18-ft. alloy platform body, air brakes, heater, etc., in excellent running order, £550.

ALSO a number of other good COMMERS in stock. Terms and exchange.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 925-250

1957 November, T51 d.c. 6-wheeler, 18-cu.-yd. tipper, wood body, very sound, fitted heater, only £900, 77 Preson St., Liverpool, 7. Ant 3472. 925-7134

7-TON COMMER, petrol, 18-ft. platform, 678, Richard-son, Woodgreen Farm, Syston, Leics. 925-7135

1960 COMMER T51 diesel 7-ton long-wheelbase upper, Edbro double-ramp gear, 15-ft. 6-in. body with 4-ft. fixed sides, a first-class machine, £875. A and L Vehicles Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511. 925-392

COMMER T51 7-ton long-wheelbase, 1957.
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 925-454

1961 7-ton long-wheelbase COMMER drop-side truck, fitted Rootes diesel T51 U/F/E, 9.00 x 20 tyres, helper springs, headboard, painted in light stone, unladen weight 3 tons 14 cwt. 2 yrs., registered but unused, customer unable to take delivery, cost £1,700, offered at £1,500.

WELL SHORT, LTD., Winchester. Phone 2398-9. 925-483

1958 COMMER T51 6-wheel twin-ramp tipper, air brakes, 18,500 2-speed electric axle, this vehicle is being dismantled for spares, all parts available.
LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623. 925-473

COMMER 1955 T51 articulated unit, complete with general condition.
COMMER 1956 T51 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2-ft. 6 in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 T51 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MYFAIR GARAGE, Cheadle Rd., Fazley, Tamworth. Phone, Tam 1390-7. 925-515

Commer Wanted
URGENTLY wanted, Commer forward-control short-wheelbase chassis and cab for conversion to break-down lorry. Phone, Works Manager, Boundary Garage, Orpington, Kent. Orpington 31345. 925-151

COMMER 30-cwt. vans, low mileage, petrol. Phone, Swadlow 7515. 928-7037

DENNIS
1952 (late) DENNIS Jubilent 6-wheel platform lorry, double drive, ready for work, £250 o.n.o. Oswald Tiltoson, Ltd., Summit Works, Burnley. Phone 2201-4. 925-217

Used Goods Vehicles (contd.)

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ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility. 925-21

1957 DODGE 103 AR6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, helper springs, etc., £495.
G. H. KENDRICK, LTD., Carters Green, West G. Bromwich 0778. 925-112

CON'S MOTORS (HILL TOP), LTD.

1960 November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose, twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

1960 November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose, twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED.

CON'S MOTORS (HILL TOP), LTD.

127 HILL TOP,
 WEST BROMWICH.
 Phone, Wednesbury 6470 and 1047. 925-488

1956 Kew 7-ton long-wheelbase drop-side DODGE lorry, fitted R6 (recent replacement), 5-speed gearbox and Eaton 2-speed rear axle, on 9.00 x 20 tyres, good runner, £350.

MEADWAY SPARES, Bordesley Green Rd., Birmingham 9. Victoria 4933. 925-64

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £295.

OWBERRY'S GARAGE, Ltd., Ushill Rd., Handsworth, Birmingham. Northern 3539. 925-183

ERF.

1958 E.R.F. twin-steering 6-wheeler, 5LW Gardner body, one owner fully recommended, unladen weight 4 tons 19 cwt.

R. VILAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 925-187

ERF. 4LW, 5-speed box, 20-ft. platform, £110, Horley 4536. 925-434

1952 E.R.F. tractor fifth pin B.T.C. coupling, 6LW Gardner, 5-speed box, double reduction back axle, 2-line air brakes, very clean, £525.

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623. 925-474

TWO 1960 E.R.F. 8-wheelers, air brakes, alloy bodies, flat wood decks, immaculate 1957 T53 artic. Hand 25-ft. trailer, air brakes, new cab, chassis recent engine exceptional. Evans Garages, 12 Cardiff Rd., Newport, Mon. 62663. 925-529

FODEN

TWO 1948 FODEN, 18-ft. flat bodies, good tyres, 4LW, £325. Edgware 2572. 925-100

FODEN 6-wheeler double-drive tipper, 6LW Gardner, £450.

WALTER WALKER (ECCLESFIELD), LTD., 248 The Common, Ecclesfield 3607. 925-226

1956 FODEN 2-stroke 4-wheel tipper, in very good working order, £1,600. Hamblins Garage, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3. 925-410

1954 FODEN 6-ton long-wheelbase drop-side truck, 16 ft. long, 4LW Gardner oil engine, 5-speed box, 34 x 7 1/2 tyres as new, any trial with this machine, £350. A and L Vehicles Supply Co., Gravel Lane, Salford. Phone, Manchester (Blackfriars 1511). 925-191

FORD THAMES AND FORDSON

1959 FORD Traders, two only, 7-tonners, 9.00 x 20 tyres 18-ft. bodies, long-wheelbase, one owner only, carefully driven, regularly maintained, first-class condition, £685 and £620, offers considered. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. East 3046. 926-8730

1957 FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.

1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. 1106 9 a.m. to 6 p.m. 925-28

1956 FORDSON 4D 2-ton special coachbuilt body, translucent roof, new paintwork, £350. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 925-36

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £450. Edgware 2572. 925-102

FORD 4.5-ton, 4D diesel, Balco extension, new gearbox, flywheel, clutch, brakes relined, immaculate, 1958, £475; offers invited. Also 1952 Thames V. P6 engine, short-wheelbase steel fixed-side tipper, £185; offers considered. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. East 3046. 926-8730

Used Goods Vehicles (contd.)

1960 Thames Trader 7-ton, 108-in. wheelbase chassis-cab, fitted with 900 x 20 tyres, 33,000 miles only, £525.
1960 Thames Trader 7-ton, 108-in. wheelbase chassis-cab, fitted with Anthony hoist drop-side body and tipping gear, £695. Mears Motors, Ltd., 284 Upper Richmond Rd., West, East Sheen, S.W.14. Prospect 2235. 925-11

FORD 1954, 4-cylinder petrol engine, 3-way tipping lorries, choice of three from £175.
LEE MOTORS, 674-680 Wimborne Rd., Bournemouth, Phone, Winton 3. 925-50

HUNTER VEHICLES, LTD.

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1956 Thames truck, 3-ton, long wheelbase, painted blue, one owner, £220.
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1956 Thames 3-ton chassis-cab, 157-in. wheelbase, 4-ton tyres, one owner, £150.

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TRADER 2-ton screw tipper, 8,000 miles only, petrol engine, unmarked, £450.
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1959 FORD Trader diesel 7-ton tipper (rebuilt as new), medium wheelbase, steel body, repainted blue, for sale at £645 to clear.

RYLAND GARYLAND LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 925-188

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NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 59441. 925-191

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TRADER 4D diesel 4-ton chassis fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,220.

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1959 THAMES Trader 7-ton, Anthony hoist tipper gear, guaranteed, £725. Arnold 7771. 925-329

1960 7-ton FORD THAMES Trader, 18-ft. wooden drop-side body, 9,000 x 20 tyres, very low mileage, extremely clean £775. Phone, Steptey Green 5522. 925-325

1960 FORD Trader 7-ton diesel long-wheelbase drop-side truck, £675.
1960 FORD Trader 5-ton diesel long-wheelbase drop-side truck, £685.

1958 FORD Trader diesel 4-ton platform truck, £325.
DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 925-375

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A CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middles, Phone, Feltham 5888. 925-297

A34

Used Goods Vehicles (contd.)

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.
CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. (Near Angel), Clerkenwell 7456-9. 925-293

1959 THAMES Trader Scammell tractor unit, fitted with new 75 engine, new tyres, in primer, or painted and lettered to buyer's requirements. K. and J. Wheeler, 3 Victoria Rd., Beverley, Yorks. 925-K7137

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1955 FORD Thames P6 boxvan, choice of two, £135.

1956 Thames 4D steel drop-side tipper, £275.

1957 FORD Thames 4D tipper, steel drop-side body, £200.

1958 Thames Trader 7-ton tipper, steel fixed side, £450.

1958 FORD Trader 4D Luton van, £425.

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FORD Thames Trader 1959 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9,000 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

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1960 GUY Invincible, Gardner LX engine, 6-speed gearbox, air brakes, double drive, 24-ft. platform, power steering, 22,000 miles, £3,450.

DAWNIER MOTORS, LTD., Phone, Ewell 2382. 925-377

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RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 925-254

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1955 Comet long-wheelbase platform, 20 ft., £535.

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JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362 456, 457. 925-275

Used Goods Vehicles (contd.)

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CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. (Near Angel), Clerkenwell 7456. 925-289

1955 LEYLAND 8-wheeler, fitted Mann Egerton insulated container 1959, all in excellent order, can be seen, Gibson's, Leyland agents, Aberdeen. Bookless Bros., Ltd., 149 Bridgeville, Glasgow. Phone, Bel 0628. 926-6387

1960 LEYLAND Super Comet, long-wheelbase platform lorry with 23-ft. body, 6-speed box, air brakes, very low mileage, in excellent order, £1,450.

1958 LEYLAND Comet, articulated unit, 6-speed box, Scammell coupling, in first-class order, £750; also similar Leyland Comet units with S.A.E. coupling.

1957 LEYLAND twin steer with 22-ft. platform body, 600 engine, in excellent running order, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 925-257

LEYLAND Octopus 1960 long-wheelbase tipper, as new.

LEYLAND Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dymos trailers.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 925-222

1959 LEYLAND Super Comet tractor units, air brakes, 2-speed axle, fifth-wheel coupling, choice of three.

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1950 LEYLAND 8-wheeler, double drive, 600 engine, perfect, £400.

PIRIBRIGHT GARAGE, Pirbright Rd., S.W.18 Vandryke 6188. 925-417

1956 LEYLAND Octopus, double drive, air brakes, ex-petrol tankers, good condition, choice of several from £1,150. Barmley, Preston and Co., Ltd., Phoenix St., Bury, Lancs. Phone 4523 and 5900. 925-KA7157

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LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, vehicle in good body condition.

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1948 MAUDSLAY twin-steer, 7-7 engine, £120, would dismantle Johnson, Mile Oak, Oswestry 5483. 925-XD7154

1949 MAUDSLAY 4-wheeler, Gardner 4LW engine, Brown box 40 x 8 tyres, 18-ft. sided, good runner, £135 o.n.o. Wells, Moulton, Spalding, Lincs. 925-K7149

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1957 MORRIS 25-cwt. diesel, aluminium canopy topped vehicle, £200. 95 Woodhouse Rd., Sheffield 29139, 399529. 925-198

1959 Morris LD02 30-cwt. diesel van in primer, excellent order, £365. 1958 Morris LD02 30-cwt. diesel van, reconditioned engine, 18,000 miles, £345. 1959 (November) Morris J2 12-cwt. van, unregistered, £270. 1958 Morris J2 12-cwt. van, £230. Gemini Garages, Ltd., Southwick (Sussex) 3756. 926-K7152

1958 MORRIS J2 6-ft. high-top van, equipped as 2-berth caravan/travelling showroom, easily adaptable as mobile shop, one owner.

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1958 SEDDON 8-ton treble-drop-side, Gardner 4LK 5-speed, £550.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 925-179

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- 1958**, November, COMMER 7-ton Rootes diesel drop-side, 9.00 x 20 tyre equipment, excellent condition, £750.
- 1955**, June, ALBION 10-ton Reiver 6-wheel double-drive platform lorry, good condition, good tyres, £550.
- 1956**, June, BEDFORD 10-12-cwt. van, blue, good condition, good tyres, one owner, £100.
- 1961**, January, COMMER 3-ton milk float with canopy roof, excellent condition, nominal mileage, used for demonstration only, taxed, cost £635, accept £515.
- 1961**, January, COMMER 3-ton H-door diesel van, with extra s.d. door, heater, three seats, bumpers, spare wheel, painted red, excellent condition, used for demonstration only, taxed, cost £700, accept £600.
- 1961**, January, new unregistered COMMER 4-berth caravan, petrol engine, showroom model, painted green, cost £927, accept £825.
- 1958**, September, BEDFORD 15-cwt. van, good condition, excellent tyres, £185.

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- 1955** BEDFORD 7-ton long-wheelbase 6-wheeler, Boys axle, usual price £575, sale price £475.
- 1957** BEDFORD 8-ton tipper, usual price £550, sale price £495.
- 1955** COMMER 7-ton tipper, alloy box, usual price £450, sale price £375.
- 1950** E.R.F. 7-10-ton, usual price £375, sale price £325.
- 1958** FORD 7-cwt. van, usual price £250, sale price £225.
- 1957** FORD 7-cwt. van, good condition, sale price £225.
- 1950** FORD 5-cwt. van, usual price £165, sale price £155.
- 1961** Series Trader 7-ton 18-in. wheelbase twin-tram tipper, usual price £875, sale price £825.
- 1957** SEDDON tipper, Fibreglass cab, usual price £659, sale price £595.
- 1958** FORD Trader, usual price £425, sale price £400.
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- 1960** Thames 7-cwt. van, all normal extras, 14,000 miles only, £300.
- 1959** Thames 7-cwt. van, all normal extras, one owner, undersold, large rear windows, very well used, £250.
- 1960** Thames 10-12-cwt. van, all normal extras, one owner, red, taxed to December, £295.
- 1959** Thames 15-cwt. vans, all normal extras, £275.
- 1959** LAND ROVER Series II, soft top, petrol engine, 22,000 miles, body very clean, tyres very good, spare metal top, one owner, excellent condition, £435.
- 1959** Thames 7-ton long-wheelbase Trader platform truck, powered by 6D diesel engine, 19,000 miles, 9.00-20 tyres all round, excellent condition, £760.
- 1960** Thames 7-ton long-wheelbase Trader platform truck, 6D diesel engine, 11,000 miles, power steering, 9.00-20 tyres all round, outstanding vehicle, £895.

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- 1959** FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
- 1959** GUY Light 8-wheeler, 7.75 engine, 2-speed axle, 22-ft. platform body.
- 1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958** AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
- 1955** FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.
- 1957** BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.
- 1959** DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
- 1960** Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.
- 1959** GUY Warrior tractor unit, Leyland engine, Promote, 12.5-ft. semi-trailer.
- 1958** (Late) GUY Invincible, twin steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.
- 1952** DENNIS Jubilant, 6-cylinder diesel engine, 5-speed double drive, 24-ft. platform body.
- 1953** ATKINSON short-wheelbase twin-steer tipper, 5LW 12-ft. 6-in. tipping body.
- 1948** SEDDON, Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.
- 1956** ALBION Reiver 6-wheeler tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.
- 1956** GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.
- 1958** BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
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- 1956** GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
- 1958** GUY Invincible, Meadows 10-litre engine, air brakes, double drive, 24-ft. 6-in. platform body.
- 1960** SEDDON 6-wheeler tipper, Leyland engine, York trailing axle, alloy tipping body.
- 1958** SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.
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- 1955** COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
- 1955** DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
- 1958** FORD 5-ton H.D. 6D, 6-cu.-yd. steel drop-sided tipper.
- 1958** LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 4-in. by 4-ft. steel fixed-sided tipper.
- 1955** LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. drop-sided tipper.
- 1955** LEYLAND Comet medium-wheelbase 14-ft. by 1-ft. timber drop-sided tipper.
- 1957** LEYLAND Comet, short wheelbase, fitted with Promote third axle, 16-ft. by 4-ft. timber, fixed sides.
- 1958** LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber drop-side.
- 1959** ALBION Clidesdale with York third axle and Leyland Q.175 engine, 19-ft. by 4-ft. timber drop-side.
- 1952** VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.
- 1958** LEYLAND Comet Model ECOS2/R long-wheelbase 15-ft. by 2-ft. timber drop-side.
- 1957** COMMER 7-ton TS3, 13-ft. by 1-ft. timber drop-side.
- 1956** MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.
- 1955** SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed sides.

PLATFORM.

- 1956** ALBION Reiver, 22-ft. timber platform.
- 1955** ALBION Reiver, 22-ft. timber platform.
- 1958** ALBION Chieftain, 18-ft. timber drop side.
- 1957** BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.
- 1956** BEDFORD 7-ton, R6, 16-ft. timber flat.
- 1956** BEDFORD 5-ton, P6, 16-ft. timber flat.
- 1957** A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
- 1952** E.R.F., 6LW, 24-ft. timber drop-side.
- 1957** LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.
- 1953** THORNYCROFT 7-ton, 18-ft. timber drop-side.
- 1957** COMMER TS3, 19-ft. timber drop-side.
- 1956** COMMER TS3, 16-ft. 6-in. timber drop-side.
- 1958** COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
- 1956** DODGE 6-ton, P6, 17-ft. timber flat.
- 1955** DODGE 6-ton, P6, 16-ft. timber drop-side.
- 1954** DODGE 6-ton, P6, 17-ft. timber flat.
- 1957** FORD Thames, 4D, 16-ft. 6-in. timber drop-side.
- 1957** BEDFORD 7-ton Comet engine, 16-ft. timber drop-side.
- 1957** LEYLAND COMET, Model ECOS2-4R, 20-ft. timber flat.
- 1955** ALBION Chieftain, 16-ft. alloy platform.
- 1959** B.M.C. 7-ton, 18-ft. timber drop-side.
- 1955** BEDFORD 7-ton, petrol, 16-ft. timber flat.

TRACTOR UNITS.

- 1960** FORD Trader, Scammell tractor unit, Eaton 1650H rear axle.
- 1958** B.M.C.-SCAMMELL tractor unit.
- 1957** BEDFORD 8-ton Scammell tractor unit, Meadows engine.

VANS.

- 1956** ALBION Claymore 900-cu.-ft. alloy boxvan.
- 1956** ALBION Chieftain 900-cu.-ft. boxvan.
- 1955** FORD 10-cwt. van.
- 1954** BEDFORD 11-seater Dormobile, £155.
- 1959** COMMER Cob 5-cwt. van, £250.

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LEYLAND Comet CSJ/8R, with 23-ft. 6-in. body.
AUSTIN 7-ton medium-wheelbase tipper, with drop-side.
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LARGEST SELECTION OF SECOND-HAND COM-
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1959 AUSTIN artic. diesel, together with coupling,
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1958 AUSTIN 7-ton drop-side diesel truck.
1956 AUSTIN 5-ton diesel drop-side.
1958 AUSTIN artic. diesel with coupling forward
control.
1956 AUSTIN 7-ton long-wheelbase platform, forward
control.
1957 AUSTIN 7-ton long-wheelbase diesel drop-side
truck.
1954 MORRIS 5-ton long-wheelbase petrol platform,
forward control.

COMMER.

1958 COMMER 7-ton forward-control diesel, with
new drop-side body.
1960 COMMER 7-ton, forward control, drop-side,
long wheelbase, detachable high racks.
1955 COMMER 5-ton drop-side. P6, truck.

ALBION.

1955 ALBION Chieftain, alloy drop-side body, choice
of two.

BEDFORD.

1956 BEDFORD long-wheelbase diesel drop-side
truck.
1958 BEDFORD 7-ton long-wheelbase diesel drop-side.
1949 BEDFORD 2-ton drop-side, petrol, excellent
condition.

DODGE.

1958 DODGE 7-ton diesel long-wheelbase platform.

FORD.

1959 Thames Trader long-wheelbase diesel drop-side
truck, 7-ton.
1956 Thames Sussex 6-wheel tipper, high sides.

MAUDSLAY.

1947 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.
1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

FODEN.

1957 FODEN diesel 8-wheeler long-wheelbase drop-
side truck.

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A.E.C. Mercury tractor unit, fitted 2-speed axle.
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A.E.C. Mercury 14-ft. 6-in. wheelbase chassis-cab.
A.E.C. Mammoth Major 8-wheel double-drive
chassis-cab, 17-ft. 4-in. wheelbase or
14-ft. 8-in. wheelbase.
A.E.C. Mustang twin-steer chassis-cab, fitted double-
B.T.C. 25-ft. 4-in. line trailer.
THAMES, Trader County 6 x 4 chassis-cabs. All other
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DODGE, all models available for early delivery.

USED VEHICLES.

1960 Thames Trader 160-in. wheelbase 7-ton, 6D,
alloy drop-side platform body, in really good
order throughout (one owner).
1959 BEDFORD J-type tipper with extension sides,
2-speed axle, choice of eight, £550 each.
1957 B.M.C. 6-wheel platform, Boys extension, good
order.
1955 ALBION Chieftain 7-ton flat, engine scrap.
1948 BEDFORD 3-ton flat, fair condition. 925-121

A36

Used Goods Vehicles (contd.)

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ALBION. **L**EYLAND. **T**HAMES **T**RADER
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NEW ALBION CH3XL Chieftain chassis and cab
fitted 9.00 x 20 tyres, 6-speed gearbox, heater, etc.
NEW ALBION VT19AN chassis and cab.
NEW ALBION Reiver RE27L chassis and cab, 9.00 x
20 tyres all round, 400 Leyland engine, 6-speed gear-
box, trailing axle.
NEW 7-ton 6D long-wheelbase Trader chassis and cab,
9.00 x 20 tyres, other extras.
1960 B.M.C. 7-ton long-wheelbase drop-side lorry.
1959 ALBION CH3XL platform lorry, excellent
condition.
1959 LEYLAND Super Comet long-wheelbase, good
order throughout.
1958 ALBION F137CL, 6-speed gearbox, good order
throughout.
1958 ALBION Clydesdale, 21-ft. platform body,
perfect order.
1958 BEDFORD, Leyland Comet engine, immaculate
condition throughout.
1956 ALBION Reiver 6-wheel, double-drive axle,
21-ft. 6-in. platform body, immaculate condition
throughout.
1956 October, A.E.C. 9.6 Majestic, twin steer, air
brakes, 21-ft. platform body, good condition.
1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power
steering.
1955 ALBION F137CL platform lorry, good order.
1955 LEYLAND Comet 90 hydraulic tipper, fixed
sides, alloy 15-cu.-yd. body, good order.
1955 BEDFORD R6 7-ton tractor, Scammell
coupling.
1953 ALBION Chieftain platform lorry, under 3 tons.
1952 E.R.F. Gardner 5LW, 18-ft. platform body,
5-speed gearbox, fitted trailer hook, very fine
condition.
1949 MAUDSLAY Meritor, 9.6 A.E.C. engine,
6-wheel double-drive chassis and cab, mechan-
ically sound.
1948 SEDDON P6 platform lorry, good order.
1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.
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A.E.C. 7.7 from £50 each. Leyland 7.4, complete
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NEW BEDFORD 7-ton 120-in. wheelbase forward-con-
trol chassis-cab, 300 diesel engine.
NEW BEDFORD 7-ton forward-control 120-in. wheel-
base 300 diesel 7-cu.-yd. Telehoist tipper (choice of
three).
NEW BEDFORD 10-ton forward-control 96-in. wheel-
base tractor unit, Scammell coupling, 300 diesel.
NEW SCAMMELL 12-ton 25-ft. straight-frame semi-
trailer platform.
NEW BEDFORD 6-ton normal-control 120-in. wheelbase,
2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x
20 12-ply tyres (choice of two).
1957 BEDFORD 7-ton tipper, petrol engine,
8.25 x 20 tyres, £75.
1949 SCAMMELL 3-ton mechanical horse, excellent
condition, with new 3-ton trailer, £325.
1958 LAND ROVER pick-up, £400.
1957 BEDFORD 7-ton platform truck, R6 engine,
9.00 x 20 tyres, £385. 925-23

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NEW Northern tandem trailer, 27 ft., 10.00 x 20 tyres,
air brakes.
1959 FODEN 8-wheel double drive, fitted Gardner
6LW diesel engine.
1959 FODEN 8-wheel double drive, fitted Gardner
6LW diesel engine.
1958 October, FODEN 8-wheel double drive, fitted
Gardner 6LW, air brakes, 24-ft. platform.
1954 ATKINSON 6-wheel double-drive tipper, fitted
reconditioned 6LW, underbody tipping gear,
Homalloy tipping body.
1954 ATKINSON 4-wheel, fitted P6.

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1957 BEDFORD 8-ton tractor unit, 300-cu.-in.
diesel, with Scammell coupling, £425.
1956 DODGE 5-ton alloy 1,200-cu.-ft. pantechicon,
diesel, £450. 925-507

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1958 AUSTIN A55 van, heater, bench seat, green,
£265.
1959 Thames Trader 7-ton platform truck, good
condition throughout, £700.
1957 BEDFORD 10-12-cwt. van, blue, £190.
1956 BEDFORD 5-ton diesel normal-control chassis-
cab with large-capacity gown-van body, good
condition, good tyres, £380.
1956 AUSTIN 5-ton forward-control diesel truck
alloy drop-side body, good condition, £390.

AT
63 B **R**IDGE **S**TREET, **P**ETERBOROUGH.
Phone, Peterborough 66011.

1960 AUSTIN A55 van, green, heater, low mileage,
£425.
1959 BEDFORD Kenibus, beige, fitted heater, taxed
good tyres, £415.
1958 BEDFORD 6-ton drop-side truck, £700.
1956 FORD Thames van, heater, £210.
1955 BEDFORD shooting brakes, good tyres, taxed,
£245.

AT
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1958 FORD Thames 5-cwt. van, £265.
1958 AUSTIN A55 pick-up truck, £300.
1956 FORD Thames P6 long-wheelbase drop-sided
tipper, £325.
1956 FORD 4D 3-ton long-wheelbase drop-side truck,
£290.
1956 FORD 4D 5-ton long-wheelbase drop-side truck,
£360.
1956 MORRIS 5-cwt. van, £220.
1955 AUSTIN A40 van, £195.
1955 MORRIS 1-ton van, excellent condition, £145.
1954 MORRIS 1-ton large-capacity van, £110.
1953 BEDFORD short-wheelbase 5-yd. tipper, recent
reconditioned engine, good tyre equipment, £185.
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1953 Short-wheelbase LAND ROVER, £210.
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shall box-van body.
NEW BEDFORD 15-cwt. diesel Walker's builder's
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NEW BEDFORD TK 7-ton diesel chassis-cab, 2-speed
axle.
NEW BEDFORD TK 7½-ton diesel tipper, Leyland
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LARGE selection of quality used trucks at the right
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1959 7-ton diesel short-wheelbase high-sided tipper,
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1958 3-ton diesel drop side, £475.
1956 5-ton diesel long-wheelbase normal-control drop
side, £425.
1955 7-ton petrol long-wheelbase forward-control drop
side, £250.

USED VANS.

1959 BEDFORD 10-12-cwt. short van, blue, £295.
1958 AUSTIN 15-cwt., green-cream, £300.
1958 MORRIS Oxford pick-up with lift, green, £285.
1957 LAND ROVER 88-in. diesel, £395.
1959 AUSTIN A35 van, blue, seats, heater, etc.,
£295.
1958 BEDFORD 10-12-cwt. vans, from £245.
1958 BEDFORD 10-12-cwt. 6-7-seater Dormobuses,
from £265.
1952 BEDFORD 3-ton box-van, £125.

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BEDFORD 7½-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed £1,753.28.
BEDFORD Comet engine, KGTC8, rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed 5-speed Pilot twin front-ram tipping gear and wood drop-side body, £2,816.75.
BEDFORD KGAS 12-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,700.95.
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HANDS 30-ton 20-ft.-in.-the-well low-loader with Thomson 4-ton winch, £2,197.
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LEYLAND Beaver, 12-ft. 6-in.-wheelbase tractor unit, L double reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.
BRISTOL 1953 8-wheeler, long wheelbase, platform, £725.
BEDFORD 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £250.
BEDFORD 1955 5-ton petrol boxvan, tailboard and double doors, £250.
BEDFORD 1957 7-ton long-wheelbase double drop-side, 300 Bedford diesel engine, £400.
SUNTREL 1955 12-ton trailing-axle 6-wheeler, fitted with Gardner 5LW vertical in the cab, missing power shaft to clear, £250.
MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft. platform body, £500.

TIPPERS.

LEYLAND Comet 1957 double-drive 6-wheeler, standard Comet fitted with Albion double-drive bogie from new, twin front-ram tipping gear and large-capacity aluminium body, good condition throughout, tyres poor, £800.
THAMES Trader, 6-tyr. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,575.
A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.
A.E.C. Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout, £2,150.
LEYLAND Comet EC02-4R 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.
A.E.C. Mercury Mk II, 1956, Pilot twin-underrbody gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.
E.R.F. 1949 4LW Gardner, standard wood-body tipper, very careful operator, £750.
BEDFORD 1954 R6 S-type standard-steer U-shaped body tipper, £285.
BEDFORD 1955 A-type 5-ton P6 standard wood-body tipper, £400.
A.E.C. 1953 Mammoth Major double-drive 8-wheeler, fitted with large capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

TRAILERS AND ARTICULATED.

BEDFORD 1957 10-ton tractor unit, R6, 2-speed gear-box, Eaton 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout, £500.
LEYLAND Beaver 1950 tractor unit, fitted with S.A.E. 10th-wheel coupling, vacuum brakes, good condition throughout, £650. We can offer this tractor unit complete with either single- and double-axle platform trailer, or new 30-ton low-loader, S.A.E. or Tasker coupling, prices on application.
DODGE 1954 P6 tractor unit, 2-speed axle, £200.
BEDFORD 1957 R6, 2-speed axle, tractor unit, in outstanding condition, complete with S.A.E. coupling and Carrimore 23-ft. platform trailer with boxvan removable body, £700.
BEDFORD 1952 R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winches and loading ramps, good condition throughout, £600, would split.
E.R.F. 1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.
DYSON 8-ton independent trailer, drop-side, air brakes, choice of 190; these trailers are practically unused, £500 each.
B.M.C. 1957, tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes, £250.
BEDFORD-SCAMMELL, 1956, R6 diesel, complete with 24-ft. 8-ton Scammell platform trailer, £375.

(Continued in next column)

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1952 FODEN 6-wheeler.
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CHOICE of 36 one-C-licence owner.
1955 SEDDON long-wheelbase truck.
1957 Comet long-wheelbase truck.

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1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition.
1954 SEDDON 3-ton boxvan, Perkins diesel, choice of two.
1960 ALBION Claymore Luton van, 1,200 cu. ft., Burtonwood tail lift, automatic lubrication.
1959 FORD Trader 3-ton Luton 4D diesel van, choice of two, excellent condition.
1959 LEYLAND Super Comet, long-wheelbase platform truck.

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1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres, £250, choice of 1 in. 10.
1955 ATKINSON 4LW Gardner engine, Scammell attachment.
1956 Model E.R.F. Scammell tractor, 2-speed axle, 4LW, excellent, £475.

TIPPERS.

1959 BEDFORD 5-ton J-type single-ram tipper, 12-ft. 6-in. tipping body, quality tested, £595.
1958 BEDFORD diesel long-wheelbase tipper, 12-ft. 6-in. panelled-side body, single-ram gear, in immaculate condition, £495.

6-WHEELERS.

1957 BEDFORD Comet engine, long-wheelbase Boys 6-wheeler, 9.00 x 20, 12-ply tyres, in excellent condition throughout, £725.
1957 BEDFORD Boys 6-wheeler, 300-cu.-in. diesel engine, 22-ft. 6-in. body, £650.

TRUCKS.

1959 BEDFORD 5-ton long-wheelbase platform truck, £575.
1958 BEDFORD 5-ton diesel 14-ft. drop-side truck, £485.
1953 BEDFORD A-type platform trucks, £150 each.
1958 Thames Trader 6D, excellent condition, £395.
1958 BEDFORD 300-cu.-in. diesel chassis cab, immaculate, choice of three, £550 each.
1949 GUY petrol furniture pantochion, £95.
1955 BEDFORD 5-ton petrol long-wheelbase A-type drop-side truck, £75.
1959 BEDFORD 300-cu.-in. diesel 7-ton long-wheelbase platform truck, in exceptionally clean condition, £525.

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SELECTION of used BEDFORD 10-17-cwt. and 15-cwt. vans and personnel carriers, many types.

TRUCKS

1959 BEDFORD 7-ton forward-control 19-ft. platform.
1958 BEDFORD 10-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1957 BEDFORD 5-ton petrol truck (at Cardiff).
1955 SEDDON Mk. XIIF diesel, 18-ft. double-drop-side truck.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.
1956 COMMER 5-ton normal-control petrol 14-ft. double-drop-side truck.
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1953 ATKINSON 4LK 6-ton 16-ft. double-drop-side truck.
1955 E.R.F. 8-ton 16-ft. double-drop-side truck.

TIPPERS.

1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1957 ALBION Clydesdale steel-body fixed-side tipper (at Cardiff).
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

LUTONS.

1953 BEDFORD diesel 5-ton normal-control with 8-cu.-ft. box body.
1954 BEDFORD 2-ton boxvan.
1953 AUSTIN 3-ton 600-cu.-ft. Luton.
1958 MORRIS-COMMERCIAL diesel 30-cwt. Luton, with Burtonwood tail-lift.
1958 BEDFORD 5-ton 1,250-cu.-ft. Luton.

ARTICS.

1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.
1958 BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).
1956 ATKINSON diesel tractor unit, Scammell coupling.
1957 A.E.C. Mercury Mk. I tractor unit.

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1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.
1953 DENNIS Jubilent 24-ft. platform, 9.00 x 20 tyres.

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OCTOBER, 1958, DODGE 3145AZ forward-control tipper with wooden body, £800.
SEPTEMBER, 1958, DODGE 146AR6 7-ton platform 1667.
1956 BEDFORD S-type 7-ton tipper with wooden body, £425.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £250.
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1958 AUSTIN A55 10-cwt. van, green, heater, passenger seat, low mileage, one owner, £275.
1957 FORD Thames 7-cwt. van, black, passenger seat, heater, £225.
1956 AUSTIN A30 van, green, heater, passenger and rear seats, recent reconditioned Gold Star motor fitted, excellent condition, £225.
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1954 BEDFORD A model 5-ton long-wheelbase drop-side truck, £195.
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1953 COMMERCIAL forward-control 5-ton long-wheelbase 1,100-cu.-ft. Luton van, £195.
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1959 Model HILLMAN Minx estate, duo-blue and cream, heater, £585.
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- 8**-CWT.: 1959 COMMERCIAL Express Delivery van, £325.

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1956 DODGE 5-ton tipper, £295.
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1959. Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £265.
1959. Thames 10-12-cwt. van, low mileage, unwritten, £285.
1958. (Late) Thames 15-cwt. van, with heater, excellent order, £275.
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1956. DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £525.
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1958. DODGE normal-control 7-ton chassis and cab, Leyland engine, very good condition, £700.
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NEW B.T.C. 12-ton low-loader, immediate delivery.

- ALBION** Reiver, 1955, Albion engine, drop-side body, choice of two.
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ALBION Reiver, 1958, long wheelbase, Leyland engine, 6-speed gearbox.
FODEN 8-wheeler, 1956, 6LW engine, 24-ft. platform body, very clean.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE.

SOUTH ELMSTALL.

925-223

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1958 AUSTIN 5-ton forward-control drop-side truck, 8.25 x 20 tyres, helper springs, choice of three, £575.
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.
1956 Thames 4D 5-tonner, good condition, choice of two, £325.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.
1953 DODGE 3-tonner, P6 engine, £225.
1950 BEDFORD 5-ton QL model, average condition, choice of three, £75.
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1958 FORD Trader 7-ton platform.
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1957 Guy Warrior 7-8-ton drop-side.
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1947 BEDFORD 29-seater bus.
1955 SEDDON long-wheelbase platform.
1957 COMMER TS3 long-wheelbase with Boys axle, 22-ft.
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1953 LEYLAND Comet diesel 7-ton long-wheelbase tipper, £400.
1954 AUSTIN diesel 2-3-ton platform truck, £200.
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12-SEATER P.S.V. bus, petrol or diesel, Harrington and Martin Walter conversions.
COBS and 8-cwt. vans.
1960 12-seater light bus, Wickham blue, diesel engine, one owner, in perfect body and mechanical condition, £675.
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1955 BEDFORD 8-ton tractor unit with Perkins P6 diesel engine and Scammell coupling gear, with Scammell 20-ft. trailer, fitted with boxvan body; interior dimensions, length 19 ft. 8 in., width 6 ft. 10 in., height 8 ft.; doors on both sides of rear; door measurements, rear width 6 ft. 10 in., height 6 ft. 3 in.; side doors, width 7 ft. 10 in., height 6 ft. 3 in.; overall length of unit and trailer 31 ft. 6 in.; complete equipment in tip-top condition offered at the bargain price of £550.
1958 FORD 4D 3-ton boxvan, body inside measurements 14 ft. 6 in. by 7 ft. by 5 ft. 3 in. with rear roller shutter door freshly painted blue, £495.
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1956 B.M.C. 7-ton tipper, Pilot twin-ram underbody gear, excellent 9.00 x 20 tyres, Eaton 2-speed rear axle, fixed-sided body, 12 ft. 6 in. by 7 ft. by 2 ft. 6 in. £650.
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NEW Thames Trader 3-5-ton trucks.
NEW Thames Trader Lutons
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 ALL the above vehicles available from stock.

1959 MORRIS J2 13-seater bus, also choice of two vans.
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 TWO new DODGE chassis-cabs, immediate delivery.

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1958 BEDFORD 8-ton diesel tractor.
1959 BEDFORD 7-ton diesel tractor.
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1956 BEDFORD 5-ton petrol tipper.
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SEVERAL other used vehicles in stock from 5 cwt. to 10 tons.
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1955 BEDFORD 5-ton diesel long-wheelbase drop-side truck.
1958 BEDFORD 6-ton normal-control diesel tipper.
1957 BEDFORD 6-ton diesel drop-side truck.
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- DODGE 1956 7-ton diesel R6 long-wheelbase truck, 18-ft. body, £375.
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1956 Thames 3-ton truck with 4-cylinder diesel engine, £275.
THAMES Trader 7-ton 108-in. drop-side and fixed-sided tippers, ex stock.
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10-, 12- and 15-cwt. vans, early delivery.
EDBRO 4LNX tipping gears, ex stock.

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- DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Balco extension, good condition, choice of several, £600 each.
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LAND ROVER, long wheelbase, petrol, pick-up truck, 1955, reconditioned engine, £400.

LARGE SELECTION OF VANS AND PICK-UPS.

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- 1959 MORRIS 15-cwt. Minibus (P.S.V.), grey, £435.
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1959 COMMER 30-cwt. Superpoise van, green, normal control, £295.
1959 COMMER Cob, powder blue, passenger seat, £285.
1958 BEDFORD 10-12-cwt. drop-side truck, £225.
1957 AUSTIN 101 van, green, £180.

ELMBRIDGE 0081.

925-61

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1951 BEDFORD 5-ton Luton van, £75.
1958 BEDFORD CA van, £225.
1953 DODGE 5-ton, Perkins engine, £195.
1955 AUSTIN A55 Pick-up, resprayed, £285.
1953 BEDFORD-SCAMMELL unit and trailer, with Comet engine, £425.
1956 Thames 5-ton 4D chassis-cab, £185.
1959 Thames 12-seater, grey, low mileage, £410.
1950 Thames 2-ton van, Cost Cutler engine, £60.
1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.
1955 LAND-ROVER, petrol engine, good condition, £210.
1959 Thames 5-cwt. van, resprayed, choice of three, £245.
1957 Thames 15-cwt. van, £235.
1958 Thames 5-cwt. van, £210.
1960 Thames 7-cwt. van, £295.
1960 Thames 12-seater, yellow, £490. 925-54

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AUTHORIZED FORD AGENTS.

- NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
1960 FODEN, fitted drop-side Tasker twin-axle trailer, air brakes, 12-speed gearbox, C licence, one owner, as new.
1957 FODEN 6-wheeler, 22-ft. drop-sided body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one licence, very clean.
1950 FODEN 6-wheeler, 6LW, double drive, platform body, 9.00 x 20 tyres, £500.
1956 THORNYCROFT 8-ton, 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence, £275.
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1954 BEDFORD, 5-ton Duramin boxvans, ex-wholesale grocers, £225 each.
1954 BEDFORD, diesel, long wheelbase, Duramin body, choice of three, £175 each.
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1957 ALBION Reiver 21-ft. 6-in. drop-side; choice of two.
1956 BEDFORD 7-ton long-wheelbase tipper, diesel.
1960 BEDFORD 7-ton long-wheelbase tipper, diesel.
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1960 LEYLAND Comet CS 3 1/2 chassis-cab, 6-speed, heater, flasher, in good order.
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1959 Thames Trader 7-ton 6-yr. tipper, two offered.
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1954 DODGE 3-4 ton, petrol engine, Telehoist tipping gear, 11-ft. 6-in. 4-yr. body.
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1956 AUSTIN 5-ton diesel short-wheelbase standard tipper, in good mechanical order, requires painting, £385.

1958 3-ton Trader, overhauled throughout, to be painted customer's colour, £495.

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Berks Motor Co., Thorn St. Reading 51326. 922-621

EUROPEAN CARS, LTD., distributors for London and
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pick-ups. 129 Old Brompton Rd., S.W.7, Frenstantle 7711.
922-919

UNCLASSIFIED
ALBION, new Chieftain, Clydesdale tractor and double-
drive Reiver models, ex-stock.
DODGE, 3166AT and 3143AZ chassis and cabs, ex-
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LEYLAND, new CS3/3R chassis and cab, 2-speed, ex-
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Rd., Peterborough. Phone 66161. 925-283

NEW VEHICLES EX STOCK.
TWO A.E.C. Mustang chassis, 6-wheelers, 19-ft. wheel-
base air hydraulic brakes, synchromesh gearbox, twin
steer, 10.00 x 20 14-ply tyres, heater, demister, flashing
indicators, latest-style cab.
ONE SEDDON Mk. 15-10-TA, Leyland 375 engine,
5-speed gearbox, air brakes, 18500 Eaton 2-speed
axle, power steering, 10.00 x 20 14-ply tyres, heater,
demister, flashing indicators.

IMMEDIATE DELIVERY.
ROSS GARAGES (SALES), LTD.,
PENARTH ROAD,
CARDIFF.
Phone, Cardiff 24671. 925-489

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ONE 1959 A.E.C. Regent Mark V 59-seater low-bridge
double-decker, body by Masses, Wigan, enclosed plat-
form, certificate of fitness expires 6.11.65.
TWO 1961 A.E.C. Reliance 41-seater coaches, Duple
bodies, radios and heaters, low mileage.
PLY Mulhull Garage, Salisbury, Wilt. Motherwell,
A. Phone, Salisbury 207. 928-6388
A48

1952 Registered A.E.C. 7.7, fitted 35-seater full-
front Eastern Counties luxury coach body,
heaters, quarter lights, very good condition, four years'
certificate of fitness. Wesley's Coach Services, Stoke
Goldington, North Bucks. Phone 226. 925-401

1951 A.E.C. Regal Mk. IV, Burlingham Seagull,
certified November, 1963, 41-seater; 1951
A.E.C. Regal Mk. IV, Burlingham Seagull, certified May,
1964, 37-seater. J. T. Turton, Ltd., Bell Lane Garage,
Ackworth, Pontefract, Yorks. Phone, Ackworth 283.
926-x7039

1946 A.E.C. double-deckers, low and high bridge,
with late-type Northern Counties bodies, £250
each.
MILLBURN MOTORS, LTD., 51-79 Millburn St.,
Glasgow, N.1. Phone, Bell 4977. 925-314

ALBION

1949-50 ALBION double-deckers, low bridge A16x-
under bodies, 6LW, certificates of fitness to
1962, £325 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St.,
Glasgow, N.1. Phone, Bell 4977. 925-314

Used Passenger Vehicles (contd.)

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1960. August, BEDFORD diesel, Plaxton C-type, 41 seats, red interior, extras fitted, 17,000 miles as new.
WOULD accept part-exchange A.E.C. Reliance, Leyland Royal Tiger, etc., 41 seats and cash adjustment. Must be very clean. Box CM249, care of "The Commercial Motor." 926-a6989

1949 BEDFORD Thurgood 29-seater, certificate of fitness March 1963, £250 o.n.o.; 1946 Bedford Visa 29-seater, certificate of fitness April 1963, £175 o.n.o. Clean coaches. Holloways, Earl St., Scunthorpe, Lincs. Phone 3153. 925-xb841

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VINCENTS WALK, SOUTHAMPTON 28331.
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1954 BEDFORD Duple 36-seater, radio, speech amplification, roof quarter lights, heaters, engine reconditioned this year, maroon and cream, certificate of fitness 1964, £1,475. Baynham's Coaches, Ross-on-Wye 2993. 925-499

1961 BEDFORD, petrol, 8 ft., 41 seats, Plaxton, radio and public address, 17 quarter lights, armrests, power steering, heaters, three 3-way lift-up lights, Michelin X, discs, extras £3.5, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage about 16,000, £3,200, lovely job, delivered March, cost £4,275, fitted.
MALLINSON'S MOTOR TOURS, Ellertswaite Square, Windermere. Phone 161, 484 or 321. 925-39

1953 BEDFORD Duple 37-seater, certified 1963, heater, £1,200. Taylors, Rottmangean, Brighton. 925-xb632

1957 SB3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radios, excellent under throughout, only £2,295 o.n.o.

1952 BEDFORD 33-35-seater Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secure.

A.L. deals are negotiable and H.P. terms can be arranged.
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V. COLEMAN

166 MAIN ROAD,
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Brasted 291.

1951 BEDFORD Thurgood 35-seater, certificate of fitness 1965, £350 o.n.o. 925-147

1959 BEDFORD petrol 41, Duple, excellent condition, licensed, working, excursions daily, £2,150. Campings 41 Ship St., Brighton 65495. 925-380

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SEASONAL REDUCTIONS.

NEW BEDFORD SB1 41-seater Burlingham Seagull 61, exterior finished ivory with red upholstery, immediate delivery from stock.

1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1964, £2,550 o.n.o.

1957 BEDFORD 41-seater Duple Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964, £2,475 o.n.o.

1956 BEDFORD 41-seater Duple Super Vega, exterior silver and blue with red interior trimming, very sound vehicle, reconditioned to 1966, £2,300 o.n.o.

1952 BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear, £450 o.n.o.

1952 BEDFORD, 37-seater Gurney Nutting body, finished green and cream with green moquette, fitted reconditioned petrol engine, certificate of fitness 1963, to clear £1,050 o.n.o.

1952 BEDFORD 33-seater Duple Vega, 7-ft. 6-in.-body, exceptionally bright and attractive coach, fitted radio, certificate of fitness 1962, £950 o.n.o.

A.L. vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

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WELWYN GARDEN CITY, Herts.
Phone, Welwyn Garden 24132. 925-332

1954. Vega, petrol, 38-seater, glass front, canopy, lift-ups, heaters, spotless inside and out, well shed, certificate of fitness 1964, £1,250. Warren's Coaches, Eghurst. Phone 226. 925-340

Used Passenger Vehicles (contd.)

1959 B.D. 3RD diesel Burlingham 41-seater, heaters, demisters, etc., excellent order, must be sold, certificate of fitness 1960, interior red, Formica casings, £2,750. Vasey, 183 Hugh Gardens, Newcastle-on-Tyne. Phone 35000. 926-x7156

COMMER

1950 COMMER 33-seater Plaxton, good tyres, certificate of fitness October, 1962, very good order, H.P. arranged, £265. Severn Valley Motors, Avonmouth. Phone 2646. 925-6370

TS3 36-seater luxury coaches, 1959, choice of six, used for extended tours only, fitted with usual extras, Worthington Motor Tours, Ltd., 65 Hurst St., Birmingham, 5, Midland 4966. 925-123

1955 COMMER TS3 diesel 31-seater full-luxury coach, certificate of fitness 1965, £475. Apply Frating Works, Frating near Colchester, Essex. Great Benfleet 230. 925-371

DAIMLER

1947 DAIMLER double-deckers, high-bridge Northern Counties, S.W., certificates of fitness to 1964, £250 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 925-315

1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.

DAIMLER 37-seater coach, certificate expires 1965, £1,000.

BROWNHILLS MOTOR SALES,
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1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.

DAIMLER 37-seater coach, certificate expires 1965, £1,000.

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DAIMLER double-deck buses, fitted with 5-cylinder Gardner engines, recently reconditioned throughout, mechanically perfect, the bodies being in first-class order, two-year certificates of fitness, ready for service. 925-477

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1962 FODEN 38-seater full-front luxury observation coach, rear-fitted diesel engine, good tyres, end-of-season bargain, to clear, £325. Apply Frating Works, Frating, Nr. Colchester, Essex. Great Benfleet 230. 925-370

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1960 THAMES Duple 41-seater, 7 ft. 6 in. wide, ivory with red flash, host extras, £3,150. Hire-purchase.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 925-424

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1946 GUY double-deckers, low and high bridge, late type Eastern Coach Works bodies, S.W., certificates of fitness to 1963-4, £250 each.

MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 925-316

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LEYLAND PD2 33-seater, Brush low-bridge bodies, 8-ft. wide chassis, certificate of fitness. Terms.

NORTHS, Pontefract Rd., Stourton, Leeds 10. Phone, Rothwell 3157. 925-208

1951 PS2 Gurney Nutting 35-seater, certificate of fitness 1965, in first-class condition, £760. Box CM259, care of "The Commercial Motor." 925-x7943

LEYLAND Royal Tiger 41-seater, first-class condition, 10 years' certification, owner retiring from business. Full details by request. Box CM2517, care of "The Commercial Motor." 926-x7138

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TROJAN diesel 34-seater rural bus, registered June 1960, 24,000 miles, fully guaranteed, £775. Copcutt, Station Garage, Wolverhampton 25767. 925-6369

UNCLASSIFIED

1947 A.E.C. 9.6 pre-selector full-front, 35 seats, certified 1965, £575. 1948 Leyland full-front Burlingham, 35 seats, certified 1964, £550. 1948 Leyland half-cab 35 seats, certified 1963, £225. Postage Chapel, Threpe, Wakefield. Phone 5344. 925-x6927

1955 A.E.C. Reliance 42-seater Duple service bus, one-man operation, luggage racks, certificate of fitness September 1965, excellent condition; 1955 Bedford Duple Vega 38-seater, R6 engine, certificate of fitness March 1965. Yeomans Motors. Phone, Canon Pyon 267 Hereford. 925-x7002

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1959 BEDFORD Plaxton 41-seater coach, certificate of fitness November, 1965, £2,950.

1958 BEDFORD Duple 41-seater coaches, choice of two top-quality machines, £2,650 each.

1957 BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.

1955 BEDFORD Plaxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.

1956 BEDFORD Plaxton 41-seater full luxury coach, just been reconditioned, certificate of fitness to 1966, £2,275.

1955 BEDFORD Duple 36-seater coach with R6 diesel engine in good condition, certified to March, 1965, £1,450.

1954 BEDFORD Duple 36-seater coach with R6 diesel engine in excellent condition, certified to April, 1963, £1,350.

1953 BEDFORD-Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.

1952 BEDFORD Duple 32- and 35-seater coaches in excellent condition at prices from £950.

1952 BEDFORD Plaxton 33-seater coach, certificate of fitness 1962, £750.

1955 COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £2,150.

1954 COMMER Plaxton 39-seater coach, diesel, £1,750.

1954 BEDFORD Duple 41-seater coach, certificate of fitness December, 1963, outstanding value at £1,400.

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1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater certificate of fitness 1963.

1949 BEDFORD O.B. Thurgood 29-seater, reconditioned, 10 years' certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031.

925-92
A49

Used Passenger Vehicles (contd.)

F.C.S., L.T.D. **F.C.S., L.T.D.**
SUPER DOUBLE-DECKERS.

1949-50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low mileage late series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes remounted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 26, price £650-£700.

1948 A.E.C. low-bridge and high-bridge 51-56-seater double-deckers with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late series low mileage diesel engines, certificate of fitness 1965-62, choice of 10, price £450-£550.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metalized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half-sliding windows, etc., with late series low-mileage SLW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£400.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half-sliding windows, fitted late series low-mileage 7.7 A.E.C. SLW Gardner and Bristol A.V. 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £350-£375.

SUPER COACHES AND SERVICE SALOONS.

1951-52 A.E.C. Mark IV underfloor engine, full-luxury coach with Burlingham 41-seater full Continental touring luxury coach body, crash box, low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £1,500.

1954 A.E.C. Mark IV underfloor engine, full-luxury coach with Burlingham Seaurail 37-seater full Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or offer.

1953 DAIMLER Freeline Roadmaster, with super 35-seater fully fronted 35-37-seater Bellhouse-Hartwell and Burlingham Seaurail coaches, adjustable reclining super Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

1950 A.E.C. Mark III, fitted 32-35-seater full-front 9.6 A.E.C. diesel engine, in super mechanical and body condition, certificate of fitness 1965, price £2,000 or near offer.

1949 fitted 61W Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £500-£450.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-luxury bodies, reclining seats, radio, seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, just into stock, three only, price £850.

1950-49 A.E.C. Regal Mark II with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.8 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£450.

1947-48 LEYLAND PSI, fitted 1954 full-front 35-seater Burlingham body, low mileage late-series PSI engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500-£450.

1948 BRISTOLS with Eastern Coachworks and Beadle 35-36-seater thin-wall all-metal service coach bodies, fitted low-mileage late-series SLW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £1,900-£400.

1940-39 BRISTOL service saloons, rebodied 1951 with Beadle and Eastern Coachwork 36-seater saloon bodies, fitted late-series low-mileage SLW Gardner engines, in excellent mechanical and body condition and ready for immediate service, certificate of fitness 1962-61, choice of 12, price £350-£400.

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1960 BEDFORD diesel 41-seater, choice of two, one Duple, one Burlingham, small mileage.

1960 FORD Thames 41-seater Burlingham, choice of three, red interior, blue or red exterior.

1952 A.E.C. Mk. IV 41-seater Burlingham, red interior, also one 1951 41-seater Burlingham and one 39-seater, all with good certificates of fitness.

38 UXBRIDGE ROAD,

EALING, W.5.

A50

Ealing 7987.

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BEDFORD SBI, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream, ex-demonstrator, special offer.

BEDFORD SBI, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream, ex-demonstrator, special offer.

BEDFORD SBI, 300-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream, ex-demonstrator, special offer.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
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A SELECTION OF 50 USED COACHES.
IN STOCK.

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CHOICE of 10 1950-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

CHOICE of several 1940-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

A.E.C.

CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches, with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham, Yeates Heaver coaches, all with current certificates of fitness.

LEYLAND.

CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

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1957 BEDFORD Vega (41), petrol, 8-ft. wide, cream and brown, red interior, radio, heater, disc, £2,275; another red and cream, £2,275 o.n.o.

1955 November, BEDFORD 440 all-metal bus, petrol, 8 ft. wide, exterior blue and cream, certified 9.6.66, £1,200.

1952 May, BEDFORD Vega (35), maroon and cream, 7 ft. 6 in. wide, nice condition, certificate of fitness September, 1965, £975; another, two blues, £975 o.n.o.

1950, October, COMMERCIAL Avenger luxury coach (31-33), maroon and cream, detachable bulkhead, certified 5.4.65, £425.

Also a few half-cabs and BEDFORDS cheap to clear for workmen or mobile shops.

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1949 LEYLAND PSI single-deck service saloon, certificate of fitness 1963, 34 seats, C. H. Roe body.

1949 GUY Arab SLW Gardner service saloon, single-decker, C. H. Roe body, certificate of fitness 1962.

1948-49 DENNIS Lancel 51W Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962.

1943 Northern Counties bodies, certificate of fitness 1962.

1943-45 DENNIS Lancel, 61W Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

1945 A.E.C. 35-seater Weismann service saloon, in excellent mechanical condition.

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1961 TROJAN 13-seat luxury coach, low mileage, many extras, as new, blue interior, certificate of fitness December, 1967, £1,275.

1959 BEDFORD PSW, 11 seats, green-cream exterior, certificate of fitness June, 1966, £450.

1959 (Registered October, 1958) BEDFORD SBI diesel, Duple 41 seats, red interior, fawn-brown exterior, one owner, very clean, certificate of fitness October, 1965, £3,050.

1957 BEDFORD Duple 41 seats, brand new 300 diesel engines being fitted with complete sound insulation, red interior, red-maroon exterior, choice of two full coaches, certificate of fitness 1964, £2,850.

1957 BEDFORD Duple, 37 seats, Formica sides, blue interior, blue-grey exterior, low mileage, immaculate, certificate of fitness May, 1964, £2,400.

1955 Model BEDFORD Yeates Riviera, 36 seats, red interior, red-ivory exterior, one owner, very clean, certificate of fitness September, 1964, £1,650.

1953 BEDFORD Duple Super Vega, 35 seats, lift-up seats, courier seats, heater, clean vehicle, green interior cream exterior, certificate of fitness 1963, £1,350.

1953 Registered A.E.C. 7.7 Yeates, 37 seats, full front, automatic, tint interior, maroon-cream exterior, six good tyres, clean and attractive coach, certificate of fitness March, 1963, £675.

1952 DENNIS Falcon, 5.5-litre engine, Plaxton, 35 seats, lift-up seats, full front, red interior, cream-blue exterior, certificate of fitness October, 1961, £595.

1952 BEDFORD, Gurney Nutting, 37 seats, automatic interior, green-ivory exterior, certificate of fitness 1962, £675.

1952 DENNIS Lancel J10A, Strachans, 37 seats, full front, one owner, certificate of fitness April, 1962, £350.

1950 DAIMLER CUD6, Gurney Nutting, 35 seats, lift-up seats, full front, red interior, red-grey exterior, certificate of fitness December, 1962, £750.

1950 A.E.C. 9.6 Duple, 35 seats, full front, red interior, red-cream exterior, very clean, certificate of fitness February, 1964, £750.

1950 AUSTIN Kenex, 32 seats, red interior, brown-ivory exterior, certificate of fitness May, 1963, £595.

1948-47 BEDFORD Vista, 29 seats, choice of several coach coaches, certificate of fitness 1962-61, from £225.

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FOR YOUR NEW OR USED BEDFORD COACH

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1959 BEDFORD petrol 41-seater Super Vega, quarter lights, heaters, low mileage, certificate of fitness 1966.

1954 BEDFORD petrol 36-seater Burlingham, completely retrimmed, rescaled and repainted, certificate of fitness June, 1964.

A.E.C. 1953, full-front 35-seater Plaxton, rebodied certificate of fitness October, 1962, £2,300.

1952 BEDFORD petrol Super Vega 33-seater, quarter lights, tubular racks.

CHOICE of half-cabs and full-front coaches, suited for works contract and conversions.

CHOICE of several 1959 BEDFORD Super Vegas, fitted with petrol engines.

DEMONSTRATIONS ARRANGED. HIRE-PURCHASE FACILITIES.

PART EXCHANGES.

YOUR INQUIRIES WILL RECEIVE OUR PERSONAL ATTENTION. 925-525

E. BYNG AND SONS, L.T.D.

291 ERATON ROAD,

PORTSMOUTH.

Phone 23122.

1961 BEDFORD diesel 41-seater Duple, red interior, certificate of fitness, choice of two, £3,300.

1961 BEDFORD diesel 41-seater Plaxton C-type, red interior, certificate of fitness, 1968; choice of two, £3,300.

1960 BEDFORD petrol 41-seater Duple, red interior, certificate of fitness, 1967, £2,700.

1960 BEDFORD petrol 41-seater Burlingham, grey and red interior, certificate of fitness, 1967, £2,700.

1959 BEDFORD petrol 41-seater Burlingham, grey and red interior, certificate of fitness, 1966, £2,350.

1958 BEDFORD petrol 41-seater Duple, grey and red interior, certificate of fitness 1965, £2,300.

1955 COMMERCIAL T33 39-seater Duple, autumn tint interior, certificate of fitness, 1965, £1,700.

1947 BEDFORD Vista 29-seater in good running order, £150.

ALL the above vehicles are fitted with heaters and many other extras, exterior colours are finished in two shades of blue. 925-522

Used Passenger Vehicles (contd.)

DON EVERALL (COMMERCIAL VEHICLES), LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD diesel, fitted 2-speed axles or 5-speed boxes, 41-seater Burlingtonham coach, immediate delivery, special prices to clear.

1960 FORD Thames Trader, diesel, 41-seater Burlingtonham coach, £3,000.

1959 BEDFORD petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,800.

1959 COMMER TS1 41-seater Duple Super Vega coach, Michelin X tyres, air brakes, heaters, etc., immaculate condition, £1,000.

1958 BEDFORD 588 LEYLAND Comet, 350 diesel engine, 41-seater Plaxton coach, radio, heaters, etc., certified 1965, £2,200.

1958 BEDFORD petrol 41-seater Duple, red interior, immaculate condition, £2,550.

1956 57 COMMER Beadle 41-seater coaches, choice of front and centre entrances, fitted A.E.C. 5-speed gearbox, overhauled and recertified till 1966, from £2,000.

1956 COMMER TS1 41-seater Plaxton coach, glass roof quarters, heater, etc., certificate of fitness 1966, £2,250.

1955 BEDFORD petrol 36-seater Burlingtonham coach, certificate of fitness 1965, £1,875.

1954 GUY Arab, 6HLW underfloor Gardner engine, fitted 41-seater Burlingtonham Scagull body, overhauled and certified till 1964, £1,900.

1954 SENTINEL 4-cylinder diesel 40-seater service bus, front entrance, certified 1964, £3,750.

1953 BEDFORD petrol 35-seater Duple coach, heater, glass roof quarters, certificate of fitness 1963, £1,250.

1953 BEDFORD petrol 35-seater Burlingtonham coach, certificate of fitness 1963, £1,200.

1952 LEYLAND Royal Tiger 41-seater Yeates coach, heater, air brakes, etc., being recertified, £1,400.

1952 DAIMLER F60 Line 43-seater Metakraft body, certified 1962, £1,000.

1952 LEYLAND PDI 35-seater, low-bridge double-decker, overhauled and recertified till 1964, £450.

SPECIAL END-OF-SEASON SALE.

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VEHICLES FOR IMMEDIATE DELIVERY.

NIGHT PHONE:

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1950 PSI 35-seater Burlingtonham coach, certificate of fitness 1964, bargain, £3,750.

1950 ALBION dicker highbridge, 56 seats, certificate of fitness three years, any vehicle considered for part-exchange.

TIGER COACHES, Dewshill Garage, Salisbury, Phone, Salisbury 242.

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OFFER IMMEDIATE DELIVERY.

NEW FORD Thames Burlingtonham Scagull 41-seater de luxe.

1959 June, BEDFORD Super Vega Duple 41-seater 4 luxury coaches, cream exterior, certificate of fitness 1966.

1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMER TS1 Duple 41-seater, cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland diesel unit, 40-seater Duple bus-type body, high-back seating, luggage bins, green and cream, certificate of fitness 1965.

1955 BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 LEYLAND P52 Burlingtonham full-front 33-seater coach.

1948 LEYLAND PDI high-bridge M.C.W. 56-seaters (choice of five).

1946 LEYLAND PDI high-bridge 56-seater, M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

A E.C. 7.7 Burlingtonham 36-seater bus, certificate of fitness to 1965.

A Number of 1949-50 Leyland P51 34-, 36-seaters, suit public works contractors, bargain prices.

A Number of LEYLAND TS7 with 7.4 engines and fitted 1949 Burlingtonham 35-seater bus bodies.

A Number of LEYLAND P51 Burlingtonham 31-seater coaches, 7.4 engines 1948-49.

FOR RELIABLE VEHICLES CONTACT.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,

LONGTON, PRESTON, LANCs.

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WHOSE REPUTATION IS YOUR GUARANTEE OF A

GOOD VEHICLE AND A FAIR DEAL.

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BARNARD AND BARNARD, LTD.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

1961 Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

1961 Thames Yeoman (demonstrator), 41-seater full-luxury Duple body fitted with many extras, interior red moquette, exterior cream and red, small mileage, as new.

1957 COMMER TS1, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

1956 BEDFORD Super Vega 41-seater, full luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS1, 39-seater, full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1953 SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1953 BEDFORD Plaxton Ventura, 35-seater, full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega 37-seater, full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista, fitted with a petrol and oil engine, 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964, choice of three.

1949 BEDFORD MK II service bus, 31-seater, fitted with Danfoss seats, in good clean condition throughout, certificate of fitness 1962.

SEVERAL coaches suitable for workmen and mobile shops, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or be in call on you and demonstrate anything you may require without obligation.

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LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 2530.

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W. S. YEATES, LTD.

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NOW is the time to come and see Yeates of Loughborough for a very good second-hand luxury coach. There is an excellent selection of all types at lowest ever prices. We carefully check and service these coaches before offering them for sale—it has long been known that a Yeates second-hand luxury coach offers very best value for money. We offer very good part-exchange facilities and hire-purchase arrangements. For full list please write or phone.

DELIVERY from stock of all types of new coaches— Bedford, A.E.C. and Commer Yeates, Duple and Burlingtonham—for delivery now at pre-increase prices, offering savings on new prices of up to £150.

THE success of the front-entrance BEDFORD 44-seater service bus, dual-purpose and luxury coaches, has been even greater than we had imagined but due to increased production of these types (available only from Yeates), we can still give delivery from mid-October. For full particulars please write or phone. Our area representatives will be happy to give immediate personal attention.

THAT complete service to coach operators throughout Great Britain.

W. S. YEATES, LTD.

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JOHN'S CROSS, ROBERTSBURIDGE, SUSSEX.

BEDFORD

WHAT YOU HAVE BEEN WAITING FOR.

DUPLE COACHWORK

AND

BEDFORD CHASSIS.

THE JX20 19-20-S

LOW PRICE—LOW RUNNING COST.

ASK FOR DEMONSTRATION.

REPLACE YOUR VISTA NOW.

1957 BEDFORD Vega 41-seater, red and cream, red interior, certificate of fitness 1964, £2,325.

1957 Bedford Clipper 41-seater, new engine fitted, certificate of fitness 1964, £1,895.

1953 BEDFORD Plaxton 8-ft. 35-seater, mechanically excellent, certificate of fitness 1963, £1,175.

1951 choice of two BEDFORD Vega 45-seaters, both certified, from £945.

1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.

1950 COMMER 30-seater Hurricane, a very attractive vehicle, certificate of fitness 1962, £325.

1950 COMMER Plaxton 35-seater full-front, extras, 1955.

1949 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.

IT COSTS YOU NOTHING TO CALL US.

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925-465

Sept. 8, 1961—THE COMMERCIAL MOTOR 105

(Supplement)

Used Passenger Vehicles (contd.)

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FORD THAMES P.S.V. DEALERS.

1960 FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type moulding, choice of two, £3,450.

1957 BEDFORD Duple Super Vega 41-seater, red fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price, £2,485.

1956 BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November, 1965, £2,365.

1955 BEDFORD Burlingtonham Scagull 36-seater, red interior, with Formica casings, heaters, etc., exterior red and cream, certified February, 1965, £1,785.

1955 BEDFORD Duple Super Vega 36-seater, red interior, Formica casings, heater, exterior cream-red, certified June, 1964, £1,785.

1954 BEDFORD Riviera 36-seater, maroon interior with radio, heater, glass roofing quarters, offset tubular racks, exterior cream-red, well tired, immaculate, certified December 31, 1963, £1,685.

1954 BEDFORD Duple Super Vega 36-seater, brown-blue interior, with heater, exterior resinated cream and light blue, certified April, 1964, £1,150.

1953 FODEN (Gardner) CB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £1,150.

1952 BEDFORD Plaxton, 33-seater, blue interior, heater, exterior two shades of blue, £1,185.

1952 BEDFORD Duple Super Vega 35-seater, blue interior, with heater, exterior repainted cream and red, certified May, 1962, £1,285.

1951 LEYLAND Royal Tiger Bellhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, £1,185.

1950 October, DENNIS Lancet III, Yeates full-front 37-seater, green interior, exterior recently repainted red and cream, certified 1963, £750.

1950 LEYLAND P51 full-front 33-seater luxury coach, attractive red interior, exterior cream-clean and smart, certified January, 1964, £585.

1949 SEDDON (Perkins P61) full-front 29-seater coach in very clean order, certified April, 1962, note the price, £285.

K NIGHTTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines). 925-523

LES GLEAVE, LTD.

FOURWAYS GARAGE,

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Phone, Smallwood 225, 226.

NEW 1961 Burlingtonham 41-seaters.

NEW 1961 Plaxton 41-seaters.

FOR EARLY DELIVERY.

1960 FORD Plaxton, quarter lights and many extras.

1959 BEDFORD Plaxton, quarter lights and many extras.

1959 BEDFORD Yeates 41-seater.

1958 BEDFORD Plaxton.

1958 BEDFORD Duple 41-seater.

1956 COMMER TS1 41-seater.

1952 BEDFORD Plaxton 33-seater; choice of two.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.

FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

AFTER 8 P.M. PHONE, SANDBACH 881 OR

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925-234

1953 BEDFORD 37-seater Duple, 8 ft., fitted with heater, radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960, very nice condition, maroon exterior.

1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, good condition, maroon exterior.

1955 BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

1954 BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

1959 BEDFORD Duple 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6.61, certificate of fitness 1965.

1960 Thames Burlingtonham 41-seater, one owner, certificate of fitness 1967.

1960 (1961 model) Thames Duple 41-seater, ex-demonstrator.

1960 BEDFORD diesel Duple 41-seater, one owner.

TWO only.

1961 Models. Thames coaches with Duple bodies. For immediate delivery.

NEW 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962 season.

FOR demonstration at your own convenience phone Mr. Ralph Gill, Waterloo 4959.

DISPATCH MOTORS,

246 BOROUGH HIGH STREET, S.E.1.

Waterloo 5991. 925-138

A51

Used Passenger Vehicles (contd.)

LUTON COMMERCIAL MOTORS, LTD.
THAMES HOUSE,
DUNSTABLE.
MAIN FORD DEALERS.

- 1961** BEDFORD SBI Plaxton C-type Embassy 41-seater with radio, heaters, 2-tone Formica quarters.
1961 BEDFORD SBI Plaxton C-type Embassy 41-seater with 5-speed gearbox and extras, etc.
1961 BEDFORD Yeates Europa 41-seater with 2-speed axle and extras, etc.
1961 Thames Plaxton Embassy 41-seater with Eaton 2-speed axle and extras, etc.
1960 Thames Plaxton 41-seater with Eaton 2-speed axle, radio and extras, etc.
1960 BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, choice of two.
1959 BEDFORD SBI Plaxton C-type Consort 41-seater with radio and many extras.
1958 BEDFORD SBI Plaxton, fitted with new 300 diesel, radio, glass quarters, etc., and certificate of fitness 1965.
1955 BEDFORD Duple 35-seater with many extras and certificate of fitness 1964 (December).

PHONE, DUNSTABLE 64381.

(FIVE LINES). 925-438

CHARLES COPPOCK, LTD.,
SERVICE BUSES.
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.
COACHES.

SALE AT SALE.

- £95.** 1948 BEDFORD Vista, 29 seats, certified December, 1962.
£160. 1949 GUY 38-seater single-decker bus.

ENGINES. ENGINES. ENGINES.
M.O.S. Reconditioned engines, Bedford 28 h.p., Morris 15, 28.8 h.p., large quantity of second-hand engines, 51W, Leyland PSL, A.E.C. 7.7, Gardner 4LK, Leyland 8.6.

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COMBERHILL MOTORS, LTD.,

INGS ROAD, WAKEFIELD.

Phone 6771 (10 lines).

- NEW** FORD Trader diesel 41-seater, Plaxton Embassy, certified 1968, one available.
1959 BEDFORD SBI petrol 41-seater Duple Super Vega, choice two, Triplex quarter lights, heater, radio, immaculate condition. (One 7 ft. 6 in. wide.)
1959 50 BEDFORD SBI petrol 41-seater Burlington Seagull, heater, choice of two.
1958 57 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice four.
1958 56 COMMER TS3 (Routes diesel) 41-seater Duple Super Vega, heaters, choice six.
1957 COMMER TS3 diesel 41-seater Beadle Rochester, certified 1964, heater.
1954 GUY Arab (Gardner of W) 41-seater Burlington Seagull, certified 1964.
1954 A.E.C. Reliance (7.75) 41-seater Burlington Seagull, heater, radio, 2-tone grey.
1953 51 BEDFORD SBI petrol 33-38-seater Duple Vega, Plaxton Envoy, Yeates, Burlington and Gurney Nutting, choice several, all certified.
1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater, fitted dual blue.
1952 A.E.C. Regal Mark IV, 9.6-litre, 41-seater Burlington Seagull, heater, radio, choice two.
1952 COMMER (petrol) Reading 14-seater, cream and red, heater, certified 1962, £750.
1951 LEYLAND Royal Tiger, 9.8-litre, 41-seater Burlington Seagull, cream-red, heater, radio, 925-258

KIRKBY AND SONS (SALES), LTD.

SOUTH ANSTON,
NEAR SHEFFIELD.

- 1952** BEDFORD 33-seater Duple Vega, certificate of fitness 1965, choice of two, £1,050.
1953 BEDFORD 33-seater Duple Vega, certificate of fitness 1963, £1,200.
1956 BEDFORD 41-seater Duple Super Vega, £2,385.
1956 BEDFORD 41-seater Yeates Riviera, green moquette, green and ivory exterior, certificate of fitness 1966, £2,385.
1960 FORD Trader 41-seater Duple Yeoman, certificate of fitness 1967, blue moquette, blue and ivory exterior, £1,250.
1960 BEDFORD diesel 41-seater Plaxton, grey and blue exterior, red moquette, £3,400.
1948 DAIMLER 6CVD 35-seater, rebodied 1954, full fronted, certificate of fitness 1964, £300.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

Phone, Dinmington 577 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 477, WORKSOP 2963.

Southern Area, phone Tavistock 2739. 925-195

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, LTD.

- NEW** BEDFORD diesel Duple Vega 41-seater, two weeks delivery, special bargain price.
1959 BEDFORD (300 diesel) Plaxton 41-seater, certified 1966 (tax new), £2,975.
1958 November, MORRIS PSV Kenecoch, 11-seater (facing forward), certified 1965, excellent condition, £410.
1955 A.E.C. Reliance Burlington Seagull 37-seater, radio and heater, certified 1965, one private owner, excellent condition, £2,325.
1953 BEDFORD Duple Super Vega 35-seater, certified October, 1963, £1,200.
1952 BEDFORD Duple Vega 33-seater, radio and heater, £900.
1952 DENNIS Lancel full-fronted Yeates, 37-seater, luxury body, very clean, certified 1962, £650.
1951 LEYLAND Royal Tiger Burlington Seagull 39-seater, radio and heaters, good tyres, £950.
1947 LEYLAND PSL Burlington 33-seater, certified 1962, £350.

PART-EXCHANGE—HIRE-PURCHASE.

EVINGTON, L. LEICESTER.

Phone 38102-3.

925-505

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

WE are now taking orders for Bedford, A.E.C., Leyland, Duple and Plaxton coachworks for 1962 season.
1950 COMMER Avenger, 33-seater Burlington coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450. 925-521

TAYLORS (P.S.V.), LTD.

WORCESTER STREET AND EASTERN AVENUE,

GLOUCESTER.

Phone, Gloucester 22228.

OFFER the following good used vehicles at lowest prices—

- 1961** Thames Plaxton, 41-seater, heater, wheel discs, maroon-grey, £3,950.
1960 Thames Duple, 41-seater, choice of two, fitted radio, heater, discs, £3,100.
1959 Thames Plaxton, 41-seater, radio, speech amplification, heaters, discs, £2,950.
1959 Thames Burlington, 41-seater, radio, speech amplification, discs, £2,700.
1960 BEDFORD Burlington, 41-seater, very clean red, fitted radio, heater, discs, £2,900.
1957 BEDFORD Duple 41-seater, choice of three, certificates of fitness 1966, fitted radio, heater, £1,950.
1955 BEDFORD Duple, 35-seater, radio, heater, £1,550.
1954 BEDFORD Duple, choice of two, certificate of fitness 1964, £1,150.
1955 29-seater, Thurgood body, radio, heater, discs, certificate of fitness 1965, £1,000.
A few PSL and PSL A.E.C. Regals, Mk. II and Mk. III full fronts and half cabs, must be cleared, no reasonable offer refused. 925-169

PEARL GARAGES, LTD.

- A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963.
A.E.C. 9.6 33-seater full-front, 1950, certificate of fitness to 1963.
DENNIS Lancel 35-seater half-cab, 1947, certificate of fitness to 1963.
DENNIS Lancel 35-seater half-cab, 1949, certificate of fitness to 1963.
1954 BEDFORD Vista 29-seater, 1949, certificate of fitness to 1962.
NEAR offer accepted for any of the above.
C COMPLETE engine and spares for 9.6 A.E.C.
37 SOUTH EALING RD., London, W.5. Ealing 9046. 925-491

COACHES AND COMPONENTS, LTD.

469-475, HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

DIESEL.

- 1960.** April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.
1959. May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959. March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150, blue-grey.
1958. April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.
1958. April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1955. May, BEDFORD 38-seater Super Vega, £1,395, cream-blue.
1953. July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

- 1959.** May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958. June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958. May, BEDFORD 41-seater Burlington, £2,595, maroon-cream.
1957. April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956. March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955. April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.
1954. April, BEDFORD 38-seater Super Vega, £1,550, red-cream.
C CHOICE of several of each vintage in stock! 925-127

Used Passenger Vehicles (contd.)

FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

- 1952** LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four, £490 each.
1952 A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962, £695.
L EYLAND PSL 33-seater coaches, all with good, clean, sound bodies and good seats, first-class machines, £325 each.

CRISTOL Super 35-seater service buses, 51W Gardner B engines and 5-speed gearboxes, Burlington bodies and seats in almost new condition, certified 1962 and 1963, £320 each, choice of 10.
1949 A.E.C. Mk. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-typed gearboxes, very lovely order and condition, all certified, £340 each.

1949 A.E.C. high- and low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good, clean sound, serviceable machines, some R.T. types with all-metal bodies, £350 each, choice of 12.
A.E.C. High-bridge 7.7 double-deckers, all with £295 each, choice of six.

C UY low-bridge 53-seater double-deckers, all with Gardner 51W engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.
L EYLAND high- and low-bridge double-deckers, all first-class machines with very good sound, modern bodies, choice of 15, certified late 1962, £295 each.
A LL the above machines carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY.

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 925-216

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON

BIRMINGHAM, 23.

Phone, Erd 2488.

FIVE-YEAR CERTIFICATES.

- 1951** LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior, choice of two.
1951 LEYLAND Royal Tiger Burlington 37-seater, blue and cream, choice of two.
1953 LEYLAND Royal Tiger Burlington 47-seater, blue and cream, certificate of fitness 1963.
1953 BEDFORD Duple 35-seaters, blue and cream, certificate of fitness 1962.
1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.
1950 A.E.C. "7" 33-seater Burlington full-front, completely reconditioned, exterior in primer, painted to customers' requirements, certificate of fitness 1964.
1948 FODEN, 61W Gardner, Windsor 33-seater, blue and cream, fawn interior, certificate of fitness 1963.
W E are prepared to submit vehicles with short-term certificates to M.O.T. for re-certification at customers' request. 925-183

- 1959** BEDFORD 41-seater Plaxton, diesel, £2,950.
1956 COMMER TS3, 41 Duple, new engine and repainted, 5-year certificate of fitness, £2,450.
1950 LEYLAND PSL Burlington full-front 35-seater repainted, £650.
1959 BEDFORD 29-seater Duple Vista, £1,850.
1948 BEDFORD 29-seater Duple Vista, £120.
29 Brand-new Duple seats for sale, £215.

H.P. And exchanges.

C ONWAY HUNT, LTD., Box Rd., Ottershaw. Phone Ottershaw 461, day and night. 925-338

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),

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NEW 1961 FORD Duple for immediate delivery.

- 1958** BEDFORD petrol, 41-seater Burlington body.
1957 BEDFORD 41-seater Duple, wireless, P.A.
1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.
1953 BEDFORDS, 35-seaters, Burlington and Duple bodies.
1952 BEDFORD 29-seaters and 35-seaters, Duple reclining seats.
1951 BEDFORD Duple, now being re-certified, can be painted to customer's requirements.
1950 PSL and PSL A.E.C. Regals, Harrington, certificates of fitness 1963 and 1964.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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AFTER HOURS, WOLVERHAMPTON 36833.

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Unclassified Wanted

W ANTED, 1953 36- or 41-seater coach would pay £1,000-£1,200. Skelmorlie Omnibus and Coach Co., Golf Course Rd., Skelmorlie, Dumfries, Wemyss Bay 2291. 925-313

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TWO new BEDFORD Martin Walter 12-seater Uthmaniyah P.S.V. vehicles in stock, painted red with cream flash, transverse seats, £773 each.

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STOKE-ON-TRENT.
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A. SPRINGALL, LTD.
IMMEDIATE delivery of new THAMES with Duple Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.
A. SPRINGALL, LTD., Plumstead Common, S.E.18. 925-425
A. Woolwich 5313.

New Passenger Vehicles (contd.)

LEYLAND

NEW LEYLAND PD3/2 D/D C CHASSIS

Automatic lubrication, pneumo-cyclic gearbox. Specification includes rear stabilizers and air brakes, interior furnishings and paint specification to customer's requirements. Fitted with 72-seat high-bridge Alexander body.

MILLBURN MOTORS, LTD.

GLASGOW, phone, Bell 4977.
CARLISLE, Carlisle 2542.
PRESTON, Longton 3255. 925-312

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, van, pick-up. 129 Old Brompton Rd., S.W.7. Fre 7711. 925-918

New Passenger Vehicles (contd.)

UNCLASSIFIED

WILLIAMS MOTOR CO. (MANCHESTER), LTD.

FOR ALL YOUR

11-14 PUBLIC SERVICE VEHICLES.
DISTRIBUTORS OF THE UNBEATABLE TROJAN 13-SEATER.

COMMERCIAL DEALERS, 12-14-SEATERS.
AUSTIN STOCKING TRADERS, 12-14-SEATERS.
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MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE (close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution).
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 925-882

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1958 BEDFORD Comet, fifth-wheel coupling, 25-ft. drop-sided trailer, good throughout.
NOVEMBER, 1959, BEDFORD-SCAMMELL unit, 300 engine, and two new 25-ft., 12-ton Scammell trailers, 9.00 x 20 14-ply tyres, £1,850.
15-TON SCAMMELL tractor units.

SCAMMELL tandem-axle trailers, suitable for above.
1952 ATKINSON tractor unit, 6LW Gardner engine, Carrimore-Scammell coupling, recent overhaul, new cab, choice of two.
1957 LEVLAND Steer, 600 engine, air brakes, 23-ft. 9-in. body.
SEVERAL A.E.C. 4-wheelers, 9.6 engines, 5-speed boxes.

NUMEROUS artic. and drawbar trailers.
SECOND-HAND spares for most makes.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 925-397

NEW Thames Trader artic. unit with Hands fifth-wheel coupling and 15-ft. wheel machinery trailer (will separate).

1956 Thames 4D tractor with fifth-wheel coupling, and new Tasker 22-ft. trailer.

1960 Trader, 12,000 miles, tractor with pole trailer.
W. EDWARDS AND SONS (CARMARTHEN), LTD., 7, Towy Garage, Carmarthen. Phone 6482 (three lines). 925-76

COMMER Superpoise 1953 articulated with low-loader semi-trailer, P6 engine.
CENTRAL GARAGE, Harnsley Rd., South Elmstall, near Pontefract. Phone, South Elmstall 2767-8. 925-221

1958 R.M.C. tractor, 2-speed axle, complete with 1,550-cu.-ft. Tasker pantechnicon van trailer, in very good condition, 1950 tractor as above, £225.
4 Carruthers St., Liverpool, 3. Central 2047. 925-200

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenage 174. 925-245

NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors, available immediately.

NEW SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

E. J. BAKER AND CO. (DORKING), LTD.

DORKING 3822. 925-431

1957 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 20-ft. Scammell trailer, £420.

1955 BEDFORD 8-ton petrol Scammell unit with 23-ft. trailer, £350.

1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

23-FT. Scammell 8-ton trailer, in immaculate condition, £250.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 925-441

Miscellaneous Vehicles (contd.)

COMMER T53 artic. with 24-ft. S.A.E. trailer, 1957.
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 925-455

L. F. DOVE (C.V.), LTD.

AUSTIN AND BROCKHOUSE DISTRIBUTORS

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., 1959.
IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres, and a Brockhouse automatic interchangeable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton tractors, straight- and drop-frame with automatic coupling.
L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 925-437

1953 COMMER 10-ton diesel Superpoise tractor, 10-ton drop-sided, J-type coupling gear, will sell trailers separately.

COX AND CO. (LEEDS), LTD., Regent St., Leeds, 2. Phone 31914 (six lines). 925-225

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engine, unregistered, £525.
ONE heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.
L. W. VASS, LTD., Amphil, Bedford. Amphil 222-884

A.E.C. 6 x 6, fitted Holmes wrecking gear with power-operated twin jibs including side-lifting with stabilizers, etc., price £1,050. If you cannot handle that crash with this, the job is impossible! Sworder (Motors), Exports, Ltd., London Rd., Loudwater, High Wycombe 4078. 925-6163

NEW gantry type bodies with pulley blocks, £60 each.

A. R. LEWIS, 15 Farm St., Birmingham, 19. Nor 8933 and Har 3915. 925-162

A.E.C. Malador 4 x 4 breakdown recovery vehicle with new type A.E.C. cab and body, reconditioned 7.7 diesel engine, new Harvey Frost heavy-duty crane with certificate, power winch, air brakes and new wiring cost over £1,600, to clear £1,200. Apply Frating Works, Frating, near Colchester, Essex. Great Benfleet 230. 925-372

BEDFORD QL 4 x 4 with winch, first class.

MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 925-343

KARRIER 4 x 4, twin jib and power winch, £200. Arterial Motors, Derby 44593. 925-7136

ONE Austin 6 x 4 breakdown vehicle, fitted with Gardner twin jib recovery equipment and Perkins P6 oil engine, 5-speed E.N.V. gearbox, £185, good order. E. Kaye, 122 Loughborough Rd., West Bridgford, Nottingham. 925-x 7141

CATTLE CONVEYORS AND HORSEBOXES

1954 ALBION Chieftain, double-deck cattle truck, container body, £585, or terms arranged.
HUNRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Ardwick 3146. 925-219

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1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0946-8. 925-444

Miscellaneous Vehicles (contd.)

EX-W.D. VEHICLES

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslays. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
J. H. ROLLASON, Yokesford Hill, Romsay, Hants. Phone, Braishfield 395. 925-816

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 925-933

FOR sale. Vehicles and spares.

M.W.D., being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 925-868

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350, two-year guarantee.
FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 925-6750

£850. 1960 4-ton BEDFORD 900-cu.-ft. box van, diesel engine, roller shutter, under 14,000 miles, as new.
FOLKESTONE MOTOR CO., LTD. Phone, Folkestone 2244. 927-6062

1957 BEDFORD 3-ton Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch (150). Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2229. 925-35

IMMEDIATE delivery new BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff) Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Howard 1266. 925-132

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS

AUSTIN J4 19-12-cwt. chassis-cab with Luton body, in progress.

AUSTIN 152 18-cwt. chassis, fitted with 400 c.c. Luton body, available.

AUSTIN 152 18-cwt. chassis, fitted with large-capacity boxvan body, available.

AUSTIN 1200 chassis-cab, petrol, fitted with 750 c.c. Luton body, in progress.

AUSTIN S200 30-cwt. chassis-cab, diesel, fitted with boxvan body, side and rear roller shutter, available.

AUSTIN 3-ton petrol and diesel chassis-cabs, fitted with 1,075 c.c. Luton bodies, available.

ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

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Hillside 8822, ext. 22. 925-464

1956 DODGE 1,100-cu.-ft. pantechnicon, one owner, used on local deliveries only, excellent condition, ready for immediate service, Camkin Motors, Ltd., Sherborne, Dorset. Phone 684-2. 925-108

1958 B.M.C. MORRIS diesel Luton van, 4-ton, 1,000 cu. ft., engine overhauled, moderate mileage, replaced by larger vehicle, £450. Terms arranged, Hicks Removals, 235 Summer Lane, Birmingham 19, Ast 1320. 925-81

1954 ATKINSON 8-tonner, 4LW Gardner, van body, 20-ft. length, 7 ft. 6 in. inside height, ready for work.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 925-180

Miscellaneous Vehicles (contd.)

- 1958** July, B.M.C. 5-ton forward-control 1,000-cu.-ft. Luton van, 5.1 diesel engine, low mileage, ex-C licence user, £525. Below.
- 1955** March, AUSTIN 5-ton forward-control Luton van, 800 cu. ft., Perkins P6 diesel engine, ex-C licence user, £325.
- 1958** March, MORRIS 2-ton diesel van L.C.F., O model, sound machine, £375.
- 1955** June, BEDFORD 5-ton alloy-body boxvan, 700 cu. ft., petrol, sound machine, ready for work, £285.
- 1951** January, KARRIER 4-ton pantechnic, 1,000 cu. ft., drop well and walk-in tailboard, excellent machine for the year, £145.
- 1959** June, COMMER Superpose 15-cwt. diesel van, low mileage, £365.
- TERMS** exchange. D. D. Eastwood (Commercial), 27 Aston Rd. North, Birmingham. Ast 3467. 925-116

NEW FORD Trader, 6D, 1,860-cu.-ft. Luton van, painted grey, for immediate delivery. Ray Powell, Ltd., Tottenham 7771. 925-404

BLUEBIRD "Hi-bulk" Lutons, ex stock. Morris J2 440 c.c., £702 10s., unpainted; 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopgate 3193. 925-494

WHALEBONE MOTORS, LTD.

1956 BEDFORD diesel Luton, approximately 1,200 cu. ft., exceptional condition throughout.

1955 AUSTIN Luton, petrol, very good condition.

1956 BEDFORD S-type diesel, large-capacity van body, fitted hydraulic tail lift.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 925-398

1952 5-ton 1,285-cu.-ft. Luton-bodied Austin, body and engine require reconditioning, what offers?

WRITE Fleet Engineer, Greaves and Thomas, Ltd., 103 Northwold Rd., Clapton, London, E.5. 925-298

BIRMINGHAM COMMERCIAL OFFER—

EXHIBITION van, built on O.M. trailer, as new, 1958 Morris artic, display van trailer, in very good condition throughout, B.M.C. tractor, 23-ft. trailer.

1961 30-cwt. Luton van, 675 cu. ft.

NEW MORRIS 5-ton Lutons, from stock.

BIRMINGHAM COMMERCIAL MOTORS, LTD.
WRIGHT STREET,
BIRMINGHAM, 10.
Phone, Victoria 0437. 925-384

1956 B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work, £525, Phone, Stepney Green 5522. 925-326

Luton Vans and Pantechonics Wanted

WANTED, 1956 pantechonics from 700 cu. ft. to 1,000 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 925-440

MOBILE SHOPS, CANTEENS, ETC.

SMITH'S used Karrier Bantam long chassis, 1960, completely equipped including "Carrifreeze" grocery shop, mileage under 5,000, £1,475, also Commer diesel, 1957, £795, and Karrier Bantam, 1960, long chassis, 350 miles only, £1,395; 1960 Thames Trader Supermarket with deep freeze, £1,495 and Bedford, Fordson and Morris used mobile shops and canteens for all trades. Lawton-Groddman, 135 Cricklewood Broadway, N.W.2. Gidstone 2226. 925-34

1955 BEDFORD SB petrol chassis fitted large mobile shop body, rear entrance, £600.

E. J. BAKER AND CO. (DORKING), LTD. Farnham Trading Estate, Farnham Surrey. Phone, Farnham 4626-7. 925-244

MOTOR CARAVANS

DENNIS Ace ex 20-seater bus converted into 4-berth caravan, excellent condition, engine recently reconditioned, could be used for travelling shop, showroom, mobile canteen, £195 or offer. Reeves, 34 Carr Lane, Acorn York. 925-x6844

MUNICIPAL VEHICLES

COMMER Karrier road sweeper, as used by municipalities, new brushes fitted, new tyres, ideal for factory roads, etc., £200.

ARTHUR MARTIN, South St. (next to Eagle Tavern), Taunton. Phone 81171-2. 222-885

ROAD sweeper collector, Bedford-Lacre. E5, ex-county council good condition, £250. G. A. Neville and Sons, Ltd., Mansfield 2070. 925-6322

GULLY emptier for sale or hire. Inquiries to Box CM247, care of "The Commercial Motor". 925-6840

A54

Miscellaneous Vehicles (contd.)

REFRIGERATED TRANSPORT

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine. Over Haul Garages, Ltd., Staines Rd., Bedford. Middx. Ashford 5741. 925-140

IMMEDIATE delivery new Ford Thames Trader 11-ton 4D diesel, refrigerated van of 320 cu. ft. capacity, Sparshatt container-in-body construction with Prestcold plant and holdover plates for -5 deg., £1,675.

T. H. SPARSHATT AND SONS, LTD. London Rd., J. Hilsea, Portsmouth. Phone, Portsmouth 60361. 925-456

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tankers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 2,500-gallon A.E.C. 4 x 4 with pumping equipment, £280; with diesel engine.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-841

TWO new Scammell articulators, 3,600 gallon, pressure discharge, New Caledonian 4,000-gal. spirit tanker, New Austin 2,000-gal. tanker, lagged. Immediate delivery. Will separate either. 1957 Bedford tanker, 2,400 gallon, articulated, 1958 Leyland, 3,600 gallon, pressure discharge, 1951 pump.

HATTER BROS., AUSTIN agents, of Grays. Phone, Purfleet 5488. 925-144

1952 LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump; choice of several.

1956 B.M.C. 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of six.

1956 BEDFORD 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of four.

1953 DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

1950 AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.

1953 BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pump; choice of several, excellent condition.

1956 BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.

SEVERAL vehicle tanks only from 800 gal. to 3,600 gal.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 925-150

950 GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO. LTD., Fagus Rd., Feltham. Middx. Phone, Feltham 6208. 304. 925-344

FODEN 6-wheeler double-drive 1850 3-compartment, lagged tanker, £575.

A. E. CONNORTH, 328 Brixton Rd., S.W.9. Brixton 7962. Sandstead 1777. 925-1111

1,750 GALLON stainless-steel, single-compartment, insulated tank, gravity discharge, brand new, immediate delivery. Barton Towney, Ltd., Lancaster. 925-233

SELECTION of new and used tankers, various models.

ISHERWOODS GARAGES, LTD.

110 BUXTON ROAD,
STOCKPORT.
Phone 5083. 925-202

1954 FODEN articulated 3,500-gal. tandem-axle stainless milk tank, in first-class order, one owner since new.

1957 BEDFORD articulated 2,000-gal. milk tanker, Leyland 350 engine, in excellent order.

RUSH GREEN MOTORS, Lanley, Hinchin, Herts. Stevenage 174. 925-253

SCAMMELL tractor, 1948 Meadows engine, perfect condition, complete with 3,500-gal. 5-compartment aluminium spirit tank on Carrimore semi-trailer, tandem axles, 14.00 x 20 tyres, ex petroleum company, £1,250 o.n.d. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 925-493

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

FIVE 1959 7-ton Trader tippers, 9.00 x 20, well shod and maintained, out of fleet of 25 Traders, £550-£600 each. Cab heaters, 3-piece wheels with premium tyres. Crare Granite Co. Ltd., By Inverary. 925-x6365

B.M.C. 1960 long-wheelbase steel bodies, double-only, reconditioned throughout, any inspection. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. Eas 3046. 926-xA7001

TIPPING gear, Pilot U7, complete with all fittings including p.t.-o. for Foden. Large capacity wooden body; reasonable price. Phone, Wetherby 2285. 925-4

1959 7-ton FORD Trader long-wheelbase hydraulic tipper, Eaton axle, new engine February, repainted. Wanted, Bedford pantechnic, approximately 1,200 cu. ft., must be in good condition. Evans Transport, Gladstone St., Kirby in Ashfield, Notts. Phone 2273. 925-74

1954 A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes, £1,350.

CHAMBERS ENGINEERING, Western Turville, Aylesbury Stoke Mandeville 2282. 925-130

Miscellaneous Vehicles (contd.)

1960, April, B.M.C. 7-ton Telehoist tipper, 12-ft. fixed-side steel body, 9.00 x 20 tyres, heater, low mileage, £725. Below.

1960, August, Trader 7-ton short-wheelbase U-shape tipper, Hydro Vac big brakes, 3-piece wheels, heater, £695.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. Ast 3467. 925-117

FODEN long-wheelbase F.G. tipper, all-aluminium body 26-cu.-yd. capacity and sub-frame Pilot U7 gear, all as new, £1,350. Phone, Guildford 60214 or Normandy 926-6382

FOUR 1953-55 DODGE hydraulic tippers, wooden and steel bodies, £150-£225. East Greenwich Garage, Trafalgar Rd., S.E.19. Gre 4881. 925-82

BROWNHILLS MOTOR SALES.

LEYLAND, **ALBION**, **SCAMMELL**.

1958 DODGE long-wheelbase tipper, 350 engine, 6000.

1957 LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £850.

1957 COMMER TS3 short-wheelbase tipper, £400.

1956 COMMER TS3 short-wheelbase tipper, £300.

1957 COMMER TS3 short-wheelbase tipper, £450.

1956 DODGE R6 short-wheelbase tipper, Eaton axle £450.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5),
BROWNHILLS,
STAFFS.
Phone, Brownhills 2525-6-7. 925-174

HYDRAULIC TIPPING GEARS AND BODIES AVAILABLE FOR MOST POPULAR MAKES AT

WELFORD ENGINEERING (OLDURBY), LTD.
HAINGE ROAD, TIPTON.
Phone, Tipton 2721. 925-180

1954 LEYLAND Steer, 600 engine, fitted with 19-ft. steel tipping body, very good order throughout.

1959 FORD 7-ton Trader, 160-in. wheelbase, fitted 4-ft. fixed-side steel tipping body and 2-speed axle.

1959 J-type BEDFORD three-quarter-wheelbase steel tipping body, 2-speed axle.

R. JUSTICE, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 925-408

A. SPRINGALL, LTD.

THAMES Trader 6-cu.-yd. tipper, 200 miles only, virtually as new, £1,250.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 925-426

1958 ATKINSON 8-wheeler, 26-yd. body.

1959 ATKINSON 8-wheeler, 6LX bulk body.

1959 E.R.F. 8-wheeler, bulk Fibreglass body, unladen weight under 8 tons.

R. RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 925-184

1959 Thames Trader diesel tipper, less gearbox and differential, £240. Also 1961 18-cu.-yd. 6-wheeler double-drive Thames Trader, low mileage, in excellent condition, £1,750. J. R. Swanston, Colbrook 2741, Bucks. 925-271

1960 ATKINSON 8-wheel, 1W engine.

1960 GUY 8-wheel, LX engine.

1960 FORD Trader.

1959 BEDFORD J type.

HACKETTS DISPOSALS, LTD.

ACE OF SPADES GARAGE,
BUTLEY, NEAR MACCESFIELD.
Phone, Prestbury 89643. 925-512

12-TON DODGE tipper or exchange for 7-ton long-wheelbase Dodge or Bedford tipper, Owen, Gwynfryn, Trevor, Carnarvon. Phone, Clynogfawr 250. 925-x7153

1957, November, TS3 diesel Boys 6-wheeler, 18-cu.-yd. tipper, wood body, very sound, fitted heater, only £900. 77 Prescott St., Liverpool, 7. Antfield 3472. 925-xB7134

MAUDSLAY 8-ton tipper, 1950, excellent condition, A.E.C. engine, 49 Shipton St., York. Phone 55913. 926-x7038

1960 BEDFORD 6-wheel tipper, York third axle, 300 diesel, twin ram gears, panelled body, in very clean and sound condition.

1959 Short-wheelbase COMMER TS3 diesels, wood and steel bodies; choice of two.

1959 FORD Trader steel-bodied short-wheelbase tippers; choice of two.

G. GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 925-479

Miscellaneous Vehicles (contd.)

1956 Long-wheelbase BEDFORD diesel tipper, 300 engine, £275.
JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583, 925-453

1958 COMMER TS3, short wheelbase, £575.
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1960 BEDFORD 5-type long-wheelbase bulk tipper, 300 engine, 2-speed axle, very low mileage, in first-class order.
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SECOND-HAND wheels, most sizes in stock, reconditioned as new. Philip Lee, Ltd., Rutland St., Leicester, Derby. Phone 3590. 927-6226

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. 722-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third-axle conversions. 912-6270

ARTERIAL MOTOR BODIES, LTD., Salhouse Rd., Norwich, Phone, Norwich 46222, undertake guaranteed wheelbase chassis extensions on all makes. 722-901

WINDSCREENS

PERSPEN cut to size and pattern. Donny, Ltd., 13 Netherwood Rd., W. 14. She 5152, 1426. 722-637

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5 722-823

(Continued on next page)

Buying a Car?

In addition to supplying up-to-the-minute details of new models, every issue of "The Motor" offers you a choice of thousands of used cars of every type and price.

The Motor
Every Wednesday 1/-

CLASSIFIED ADVERTISEMENT ORDER FORM



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PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S
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SIGNATURE: _____

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

IMPORTANT VEHICLE AND PLANT SALE.

E. & R.

BY ORDER OF THE SECRETARY OF STATE
FOR WAR.

WAR DEPARTMENT STORAGE DEPOT,
RUDDINGTON.

(Five miles south of Nottingham on the main Nottingham
Loughborough road.)

WALKER, WALTON AND HANSON

(in association with
TURNER, FLETCHER AND ESSEX
and
RICHARDSON AND LINNELL.)

WILL SELL BY AUCTION ON
TUESDAY WEDNESDAY, THURSDAY AND
FRIDAY SEPTEMBER 19, 20, 21 and 22, 1961,

at 10.30 a.m. each day.

APPROXIMATELY

2,100 MOTOR VEHICLES,

EARTH MOVING AND LIFTING PLANT,
TRAILERS, MOTORCYCLES, ETC.

(Lying at the War Department Storage Depot,
Ruddington; The Central Vehicle Depot, Marchington,
Staffs., and the War Department Storage Sub Depot,
Aitcham, Shropshire.)

INCLUDING

300 SALOONS, LIMOUSINES AND ESTATE CARS
(INCLUDING ROLLS-ROYCE "SILVER WRAITH"
LIMOUSINES AND 116 FORD "ANGLIAS,"
"POPULARS" AND MORRIS "MINORS"), LAND
ROVERS, UTILITIES, VANS, TIPPERS, COACHES,
5- AND 9-BERTH CARAVAN TRAILERS, D.U.K.W.s,
HALF TRACKS, DIAMOND "T" RECOVERY
TRUCKS, TANKERS 200-2,500 GALLONS, AND
OTHER LOAD CARRIERS (MANY FITTED WITH
DIESEL ENGINES), DUAL-PURPOSE VEHICLES,
TRAILERS 10-CWT-20 TONS.

ANGLEDROZERS AND BULLDOZERS, EXCAVATORS,
MOBILE CRANES, FORKLIFT TRUCKS, MOBILE
FITTED WORKSHOPS, KILLIFER AND FRASER
PLOWERS, DOUGLAS "TUGMASTER" TRACTORS,
SNOW PLOWERS, BARFORD AND PERKINS
BALLAST ROLLER, PLANT ANCILLARIES AND
SPARES, ETC.

ALSO

500 SOLO AND COMBINATION
MOTORCYCLES.

For Locations, Viewing Dates and Times see Page 5 in
the Catalogue.

CATALOGUE: Price 1s. (P.O.s only) may be obtained
from September 5 onwards from the Auctioneers' Offices,
Dept. 28, Byard Lane, Nottingham. Phone, Nottingham
54272 (seven lines). 925-6367

BY ORDER OF THE
SECRETARY OF STATE FOR AIR.

E. & R.

R.A.F. STAFFORD,

on the main Sandon Road, two miles from Stafford
Town Centre.

SOUTH AND STUBBS

ARE INSTRUCTED TO SELL BY AUCTION
ON
WEDNESDAY, SEPTEMBER 27, 1961,

AT

HEADQUARTERS SITE, R.A.F. STAFFORD.

A LARGE QUANTITY OF SURPLUS
GOVERNMENT STORES.

INCLUDING

M.T. engines and spares (Ford, Fordson, Standard, Austin,
Bedford, etc.), plant spares (Caterpillar, Fowler Challenger,
Allens Trencher, Barber Greens, Cummings, Greens
rollers, etc.), aero engine spares, Caterpillar track links
and spares, cycles, parachutes, packing cases, fire extin-
guishers, Smiths loader buckets, Coles crane jibs and
spares, tyres, etc.

SALE AT 11 A.M.

ON VIEW Monday and Tuesday, September 25 and 26,
10 a.m. to 4 p.m., and morning of sale to 11 a.m.

CATALOGUES, 1s. each, from the Auctioneers.
Auctioneers' Offices:
28 EASTGATE STREET, STAFFORD. Phone 2331. 925-10

A62

Miscellaneous Advertisements (contd.)

IMPORTANT SALE OF
LIGHT AND HEAVY COMMERCIAL
VEHICLES.

TO BE SOLD BY

F. G. JOHNSTON AND CO.,

ON

SATURDAY, OCTOBER 7, 1961.

AT

JOHN HUDSON'S,

THE AVRO FILLING STATION,
BAWTRY.

Further particulars from the Auctioneers: MESSRS F. G.
JOHNSTON AND CO., 20 Moorgate St., ROTHERHAM.
(Phone 3152-3), or JOHN HUDSON, Avro Filling Station,
BAWTRY, Doncaster. (Phone, Bawtry 456). 925-153

THOBY AUCTIONS,

MOUNTNESSING.

H. W. INGLETON AND CO.

WILL SELL BY AUCTION

COMMERCIAL VEHICLES,

AGRICULTURAL IMPLEMENTS,

ENGINEERING AND BUILDING EQUIPMENT

AT

THOBY PRIORY, THOBY LANE, MOUNTNESSING,

ON

TUESDAY, SEPTEMBER 12, 1961.

COMMENCING AT 10.30 A.M.

Entry forms and terms of sale may be obtained from the
Auctioneers, High St., Ingatestone.

Phone, Ingatestone 577. 925-9

BUSINESSES, PREMISES, OFFICES, ETC.

COACH business, excellent contracts, private hire, free-
hold premises, good opening, garage repairs, well
situated, Berks. Box CM236, care of "The Commercial
Motor." 925-x6697

TOTAL share capital private operating company for
sale, assets: 11 tons plus of open general A licences
on two trucks, six vehicles, tax losses and capital allow-
ances of £15,000; transferable loans of £11,000. Liabilities
nil. Principals only by letter, please, to: J. M. L. Muir,
C.A., Seer Green, Beaconsfield, Bucks. 926-6388

OLD-ESTABLISHED haulage and industrial coal
business for sale as a going concern situated in the
North Western Area between Manchester and Chesterfield.
12 diesel vehicles various licences with house, garage,
yard, storage buildings, freehold. Box CM256, care of
"The Commercial Motor." 925-1

TRANSPORT depot for disposal, convenient London
Dock accommodation consisting of 500 sq. ft. of
office buildings, 12,000 sq. ft. of open storage, phone,
water and electricity, £750 for key and contents. Rent and
rates approximately £12. Box CM255, care of "The
Commercial Motor." 925-12

A Licensed Haulage Business, North Western Area, four
vehicles, all fully equipped. Write to E. H. Downs
and Co., The Close, Sharnford, Hinckley, Leicestershire.
925-280

HAULAGE business for sale, as going concern, with
10-ton A licences in Metropolitan and South Eastern
traffic areas, modern fleet of vehicles employed all year
round, exceptional turnover, limited company. Write
Box CM254, care of "The Commercial Motor." 926-x7101

HAULAGE business, Birmingham, comprising of three
vehicles with A licences approx. 10 tons for most
goods, Great Britain, only £3,950.

LIMITED company, based Manchester, two B licences,
very wide user conditions, £250.

BEDFORD with A licence, north-west area, limited
company, £1,250.

1957 BEDFORD 7-ton long-wheelbase lorry with A
licence, south-eastern area, general goods, £1,975.

FULLER particulars of the above supplied on request
and some hire-purchase terms are available.

WILDE AND BENNETT, LTD.,

HADFIELD,

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 925-308

FREEHOLD premises area 3,175 sq. yd., about half is
covered accommodation, part rented off, total rentals
of lettings £1,500; two separate entrances, used at present
for motor and allied trades together with haulage and
storage facilities. Price and full particulars, Birmingham
Commercial Motors, Ltd., Wright St. (near 560 Coventry
Rd.), Birmingham, 10. Phone, Birmingham Victoria
9437. 925-239

Miscellaneous Advertisements (contd.)

1959 Thames Trader, 7-ton 6-tyd, upper in excellent
condition with B licence in S.E. Essex area
£975. Apply Box CM2519, care of "The Commercial
Motor." 925-x7151

1954 Commer Luton van with "A" licence, 4 tons
unladen weight, furniture and general goods,
Bristol area. Offers? Box CM258, care of "The
Commercial Motor." 925-325

HAULAGE business for sale (limited company) based
Potteries area, 22½-ton A licence, four vehicles,
excellent connections, premises on lease. Box CM2511,
care of "The Commercial Motor." 925-518

Businesses, Premises, Offices, Etc., Wanted

BUSINESS required with up to four A licences in the
South Eastern area. Box CM243, care of "The
Commercial Motor." 925-6369

WANTED: Haulage Businesses with Ordinary "A"
licences and "B" licences in any part of the
country, or alternatively we are prepared to sell your
business for a commission as we have numerous clients
on our books.

WILDE AND BENNETT, LTD.,

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 925-307

WANTED: Haulage business with "B" licence,
general goods Metropolitan area, full details. Box
CM2516, care of "The Commercial Motor." 926-x7158

HAULAGE business, general goods, M.E.T. area, from
8-20 tons. Percy D. Sleeman, 38 Uxbridge Rd.,
W.3, Ealing 7987. 925-45

CONTRACTS FOR HIRE AND WANTED

OWNER driver seeks contract, London, Herts, Essex,
 Beds area, preferably. Willing to purchase vehicle
to suit work. Box CM2521, care of "The Commercial
Motor." 925-x7044

LONG contract A required, owner driver, new vehicle
to suit, good references. Box CM2518, care of "The
Commercial Motor." 925-x7155

REGULAR contract work required, A-licensed vehicle,
two flats, two Lutons. All offers answered. Box
CM241, care of "The Commercial Motor." 925-287

BULK haulage required for general A licence large-
capacity tippers. Box CM2413, care of "The Com-
mercial Motor." 925-423

CONTRACT HIRE

CONTRACT hire of Land Rovers and light vans.

DORMOBILES or 12-seater for sale or hire.

DOOMBS COMMERCIALS (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 925-446

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb. capacity fork-lifts, single-cylinder
air-cooled engines, good working order, £240.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-815

INSURANCE

PAUL CHILDS, LTD., insurance specialists. See our
displayed advertisement on page 44. 925-631

MISCELLANEOUS

1960 B.M.C. tippers, 7-ton, reconditioned through-
out, two only. 1959 Traders, long-wheelbase
flat, two only. 1958 Trader, Bairo extension. 1957
Commer short-wheelbase tipper. 1952 Thames steel fixed-
side tipper, P6. Atlas pick-up, 1959. Offers, part or
lot. To inspect phone, East 3046, Birmingham. 926-xD7001

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on
"No pass, no fee" terms. Over 90% successes. For
details of exams and courses in all branches of auto,
diesel, aero, mechanical engineering, etc., write for 148-
page handbook, free. B.I.L.L.I. (Dept. 725), 29 Wright's
Lane, London, W.8. 222-812

EXPERIENCED commercial vehicle salesman required
for operation in the south-western counties. Apply
Commercial Motors (Exeter), Ltd., Water Lane, Exeter.
Phone, Exeter 59206. 925-6341

SALES Manager required to take charge of commercial
department of Austin Commercial Vehicle
Distributors in the Birmingham area, applicants must
have wide knowledge and experience of commercial vehicles
and able to accept responsibility, permanent position for
the right man, please reply giving details in full confidence
to Box CM232, care of "The Commercial Motor." 925-6347

GOOD storekeeper-counter hand required, high wages
with excellent prospects. Apply Green Garage, Ltd.,
641 Staines Rd., Bedford, Middlesex. 925-6296

Miscellaneous Advertisements (contd.)

HOUSE available. Storekeeper to manage stores handling B.M.C. and Telephoto spares. Write stating age, experience and present salary. Box CM254, care of "The Commercial Motor." 925-13

TRAFFIC Clerk required to take charge of London office. Must be young, energetic and able to maintain and expand business. State age, experience and wage required. Box CM253, care of "The Commercial Motor." 925-14

ARTHUR E. GOULD, LTD., Ford main dealers, Mercury House, 30 Alfred Place, London, W.C.1, require experienced new car and commercial vehicles salesmen with energy and the urge to succeed. Good salary with commission paid. Non-contributory pension scheme available. Permanent position with excellent prospects in our large organization. Apply in writing with full details or call to Sales Director. 925-3

EXPRESS OF CLERKENWELL 4425

HAVE VACANCIES FOR—

FITTERS

with or without diesel experience, for new commercial vehicle service department opening shortly, good rates and clean conditions.

COMMERCIAL VEHICLE SALESMAN

FOR CAR SALES DEPARTMENT.

YARD MARSHAL.

ALSO

PETROL PUMP ATTENDANT.

150 GOSWELL ROAD, E.C.1. 925-500

WORKS Director.

A vacancy occurs at Board level in a well-known transport company based in London and Home Counties, for an energetic and ambitious young man with a strong engineering and managerial background. Salary is virtually no object if the right man can be found. Important nature of appointment necessitates company's anonymity at this stage. Apply in confidence stating full particulars to Box CM245, care of "The Commercial Motor." 927-6368

COUNTY BOROUGH OF BLACKBURN.

APPOINTMENT OF TRAFFIC SUPERINTENDENT.

Applications are invited from suitably qualified persons for the superannuable post of Traffic Superintendent in the Transport Department. Salary in accordance with A.P.T.III (£960-£1,140) with the possibility of promotion for a particularly well-qualified applicant to A.P.T.IV (£1,140-£1,310).

Housing accommodation is available if required.

Applications in detail, giving two names for reference, to THE TRANSPORT MANAGER, TRANSPORT OFFICES, RAILWAY ROAD, BLACKBURN, by September 30, 1961.

FRANK SOUIRES,
Town Clerk.
925-25

WHY not live on the Norfolk Broads? Congenial employment with a prominent main Ford dealer is awaiting an experienced go-ahead commercial vehicle salesman. Salary, generous commission, with transport provided for the successful applicant, who will be assured of every support. Applications in the strictest confidence to F. T. Brown, Commercial Sales Manager, Mann Eager and Co., Ltd., 37 Surrey St., Norwich, Norfolk. 926-6380

MAIN dealers in Nottingham for Bedford trucks require experienced commercial vehicle sales representative, only men with proved selling ability at executive level will be considered to sell Britain's leading truck.

HIGH basic salary plus commission, a car provided and maintained, contributory pension scheme awaits the successful applicant.

APPLICATIONS will be treated in strict confidence. Which should contain all relevant details of experience, qualifications and age, etc., addressed to the Retail Commercial Sales Manager (marked private and confidential) to G. S. Osroff and Co., Ltd., Dominion House, Castle Boulevard, Nottingham. 925-425

AUTOMOBILE clerical appointment. An established syndicate of motor underwriters have an opening for a male clerk aged 22-27 years with costing office or estimating experience of a clerical character, either with manufacturers or automobile repairers, to train as an accidental damage claims clerk, office hours, Monday to Friday, 9.30-5.30, pension scheme and other comparable facilities. Please reply in writing giving particulars of age, experience and education, also salary required, to Box CM242, care of "The Commercial Motor." 926-6383

Miscellaneous Advertisements (contd.)

MANAGER required for Stoke-on-Trent office, must be fully experienced and able to build local traffic. Hannibal Motors, 2 Rangoon St., E.C.3. 925-339

SERVICE manager required for the efficient organization and development of commercial vehicle workshop of Austin distributors. Applicant should have a sound knowledge of workshop procedure, including layout, costing, follow-up system, etc., and have good customer approach. Experience of problems of transport operators an advantage. Apply in writing to General Manager, Bournemouth Imperial Motors, Ltd., Norwich Avenue, Bournemouth. 925-72

JAMAICA OMNIBUS SERVICES, LTD.

VACANCY FOR RUNNING SHIFT FOREMAN.

JAMAICA OMNIBUS SERVICES, LTD., has a vacancy for a Running Shift Foreman.

THE company operates in the City of Kingston with a fleet of over 200 modern Leyland diesel omnibuses, and is equipped with up-to-date maintenance facilities.

APPLICANTS should be capable of assuming full control of running maintenance and have the ability to control and supervise staff, and maintain discipline. Candidates must be able to drive a public service vehicle.

APPLICATIONS should set out the candidate's age, qualifications and experience and, in the case of a married man, the number and ages of any children should be given.

PASSAGE will be provided for the successful applicant (and family, if applicable). Subject to satisfactory service, the appointment will be for a minimum period of three years renewable thereafter, with passage-paid home leave on the completion of three years' service. The remuneration will be at the commencing rate of £800 per annum (basic) rising to £900 after six months, plus, in the case of a married man, an overseas allowance of £150 per annum and a rent-free house. In the case of a single man, the overseas allowance is £250 per annum and instead of the provision of a house (there will be a housing allowance of £300 per annum). In addition, a car allowance of £200 per annum is made to both married and single men.

Applications to—

THE SECRETARY.

THE BRITISH ELECTRIC TRACTION CO., LTD.

STRATTON HOUSE,
PICCADILLY,
LONDON, W.1. 925-156

TRANSPORT manager's assistant required, aged 25-30, by progressive transport company. Box CM241, care of "The Commercial Motor." 925-481

STORES assistant, aged 20-25, required by heavy transport operator for stores issues and records. Box CM242, care of "The Commercial Motor." 925-482

MANAGER required to open London office for haulage company with depots in Yorks and Notts. Existing connections an advantage. Good salary and car provided. Age, experience and full particulars to Box CM257, care of "The Commercial Motor." 925-338

FITTERS, experienced in heavy commercial chassis and engines, required. Apply Box CM218, care of "The Commercial Motor." 925-488

SITUATIONS WANTED

ASSISTANT sales manager, experienced in Ford cars and heavy commercials, desires position with reputable company as car or commercial sales manager, any area considered. Box CM250, care of "The Commercial Motor." 925-7148

SALES manager, experienced both private and commercial vehicles, Rootes, Dodge, Vauxhall, would consider joining go-ahead company, providing remuneration compared with results. Box CM251, care of "The Commercial Motor." 925-8700

SHOP foreman, transport, repair, shortly available. Showing closure of London depot of nationally known vehicle manufacturers. Position required southern England. Box CM252, care of "The Commercial Motor." 926-8704

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 3½ million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-792

LARGE warehouse constructed of brick with steel and asbestos roof, suitable for all types of stores. Can supply transport for redistribution if necessary, long lease available. Apply Crapps, 379 Concora Rd., Oxford. Phone 73123, three lines. 932-6184

Miscellaneous Advertisements (contd.)

TENDERS

FARNHAM URBAN DISTRICT COUNCIL.

SUPPLY OF

MOTOR VEHICLES AND PLANT

AND SALE OF

SECOND-HAND VEHICLES AND PLANT.

TENDERS ARE INVITED FOR THE SUPPLY OF—

(1) (A) ONE FORD 3-TON DIESEL TRUCK; (B) ONE 30-CWT. THAMES TRUCK; (C) ONE A35 AUSTIN VAN.

And offers on a part-exchange basis for the purchase of second-hand vehicles.

(2) A THWAITES NIMBUS T3 15-CWT. DIESEL DUMPER.

And offers separate or on a part-exchange basis for a Fordson Major Muledozer.

(3) OFFERS ARE INVITED FOR THE FOLLOWING ITEMS OF PLANT TO BE DISPOSED OF—

(A) ONE ATCO MOTOR MOWER;

(B) ONE FORDSON MAJOR MULEDOZER.

The second-hand vehicles and plant may be inspected at the Council's South Street Depot, and tenders and offers on the forms provided, to be obtained from the undersigned, must be delivered to me not later than 9 a.m. on Monday, September 18, 1961.

The Council do not bind themselves to accept the lowest tender or highest offer in each case.

Council Offices H. W. UNDERDOWN,
South Street, Clerk of the Council.
Farnham Surrey. 925-16

THE URBAN DISTRICT COUNCIL OF ABERDARE.

PLANT.

TENDERS ARE INVITED FOR THE SUPPLY OF—

(1) MECHANICAL GULLY EMPTIER;

(2) SNOW PLOUGH;

(3) MECHANICAL STREET SWEEPER;

(4) TWO GRITTING MACHINES; AND

(5) AN ENGINE-DRIVEN 4-IN. PUMP.

Full details of requirements may be obtained from the Transport General Manager, Transport Offices, Gadhys, Aberdare.

Tenders, in plain sealed envelopes bearing no mark or indication of the sender but endorsed "Plant," must reach me on or before Friday, September 29, 1961.

D. G. JAMES,
Clerk of the Council.
Town Hall, 1390
Aberdare, Glam. 925-26
September 1, 1961.

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL, oil stock books. Cost 1s. each. Send for descriptive list.

CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-869

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute examination in Motor Vehicle Service Mechanics' Works. This book is designed for students entering for the Award of the National Craftsmen's Certificate of Automotive Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by T. G. Mackenzie Junior. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LOOK

THE ONLY
UNIVERSAL
INJECTOR
EXTRACTOR

ABCO

EASTERN GREEN ROAD
COVENTRY 66134



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3RD
AXLE
SUSPENSION

HENRY BOYS & SON LTD.
OXFORD ST. WALRALL 21361

FOR ALL NEW THAMES
& USED VEHICLES

DAGENHAM MOTORS

WOOLWICH

WOO 7771

TRUCK SALES DEPT.



Whenever you are in a Hurry for GENUINE BMC PARTS AUSTIN CARS—VANS—COMMERCIAL VEHICLES MORRIS

Come and be spoilt by a service that satisfies

Factory-reconditioned Engines (Petrol and Diesel), Clutches, Gear Boxes, Differential, Steering Gears
Exchange Water Pumps, Fuel Pumps, Lift Pumps, Injectors, Oil Pumps and Prop. Shafts

All Phone and Mail Orders on the way the same day

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

A WIDE CHOICE OF NEW
AND USED TRUCKS AND
VANS ALWAYS IN STOCK

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon

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GLAdstone 2234 (6 lines)



BRADFORD ROAD GARAGE (Leeds)

EMPIRE WORKS LEEDS and
BRADFORD ROAD, LEEDS 13

24 HOUR HEAVY DUTY BREAKDOWN SERVICE

Telephone: DAY Pudsey 2812 & 2791
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SPECIALISE
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ALUMINIUM SECTIONS

for bodybuilding

Now stocking in extra
long mill lengths — will
cut to your requirements

GEO. O. JAMES

ESTABLISHED LIMITED OVER 60 YEARS

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3 HAMMERSMITH GROVE, LONDON W.6
50 CRWYS ROAD, CARDIFF

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SPECIALISTS IN INSTALLATIONS
REPAIRS • SPARES

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if it's **DODGE**

SALES • SERVICE • SPARES



MITCHELL'S your
man!

L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd., London, S.W.12
KELVIN 2234-5-6

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 45

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September 8, 1961

THE COMMERCIAL MOTOR

**Once
again
their choice is**

Yet another repeat order from Tate & Lyle brings the number of Guys in their fleet to more than 50.

Where essential supplies are concerned, you can depend on the Guy Warrior to deliver them on time, every time.

GUY

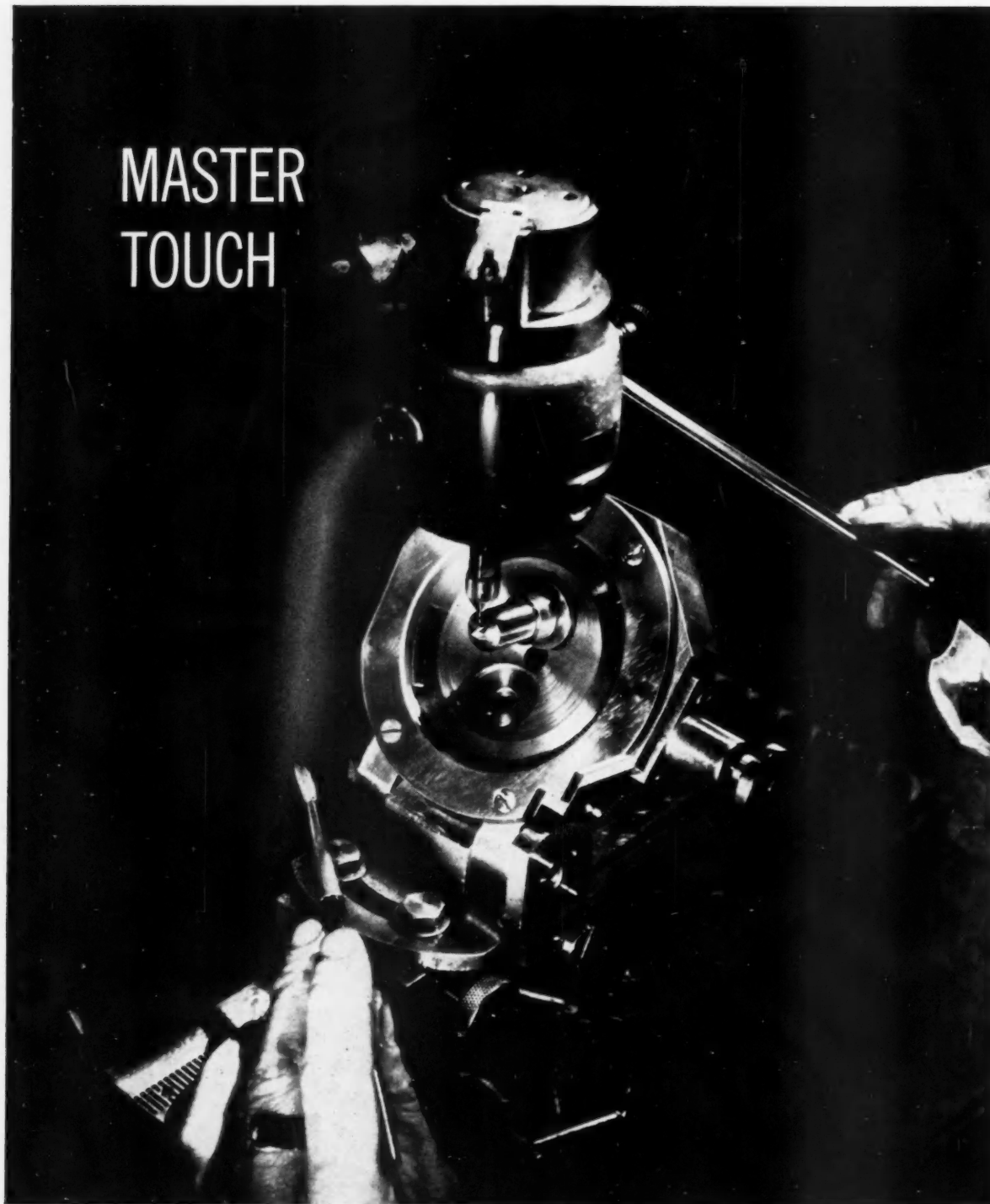
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In the manufacture of C.A.V. fuel injection equipment, quantity production methods have to be combined with fine limit precision work demanding a high degree of skill and scrupulous care. The delicate operation of drilling the spray holes 0.008 in. diameter in the tips of injector nozzles calls for the touch of a master craftsman.



The World's Largest Manufacturers of **FUEL INJECTION EQUIPMENT**



MASTER
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